The Literary Digest

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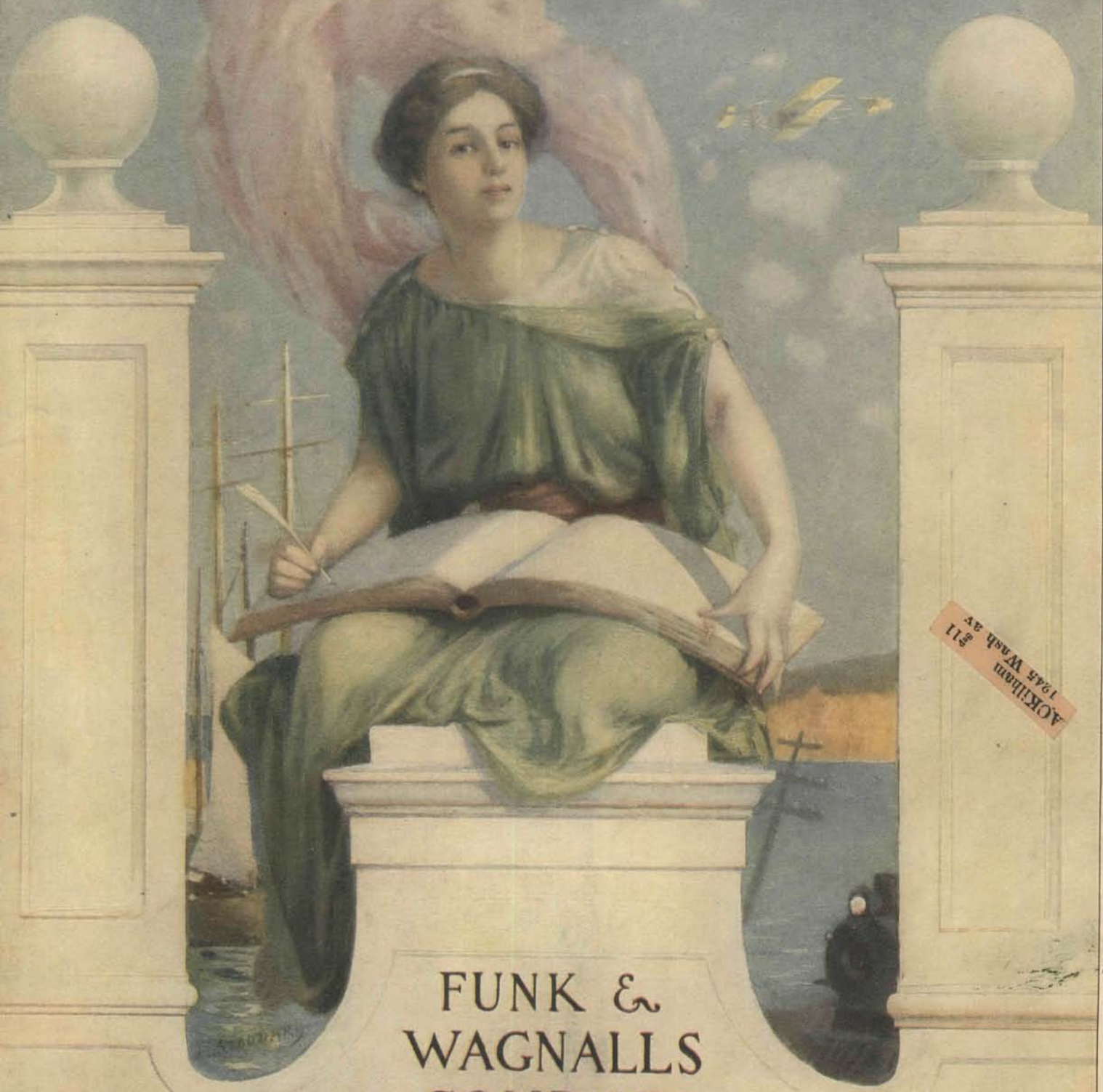
PUBLIC OPINION (New York) combined with THE LITERARY DIGEST



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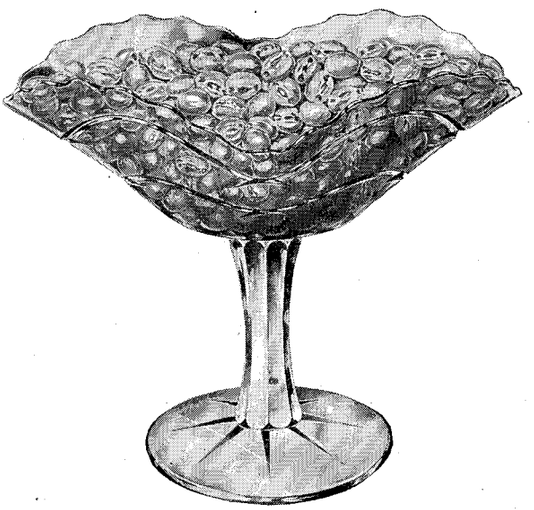

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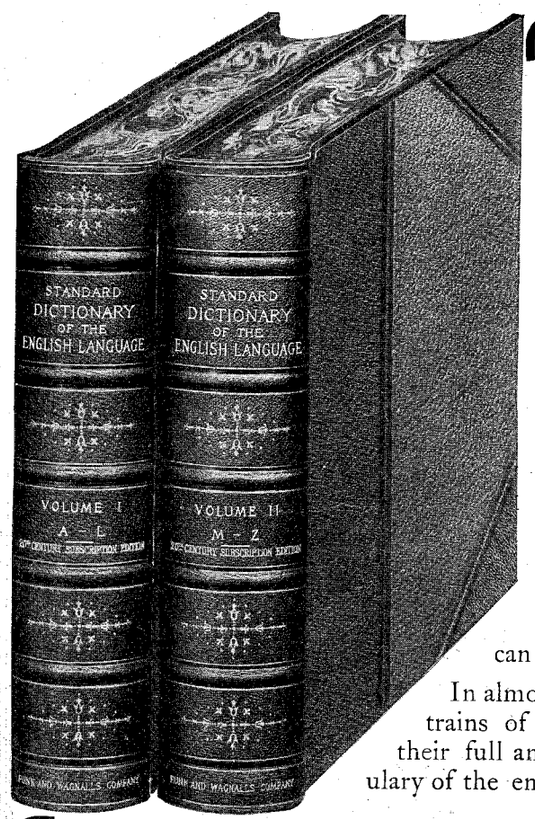

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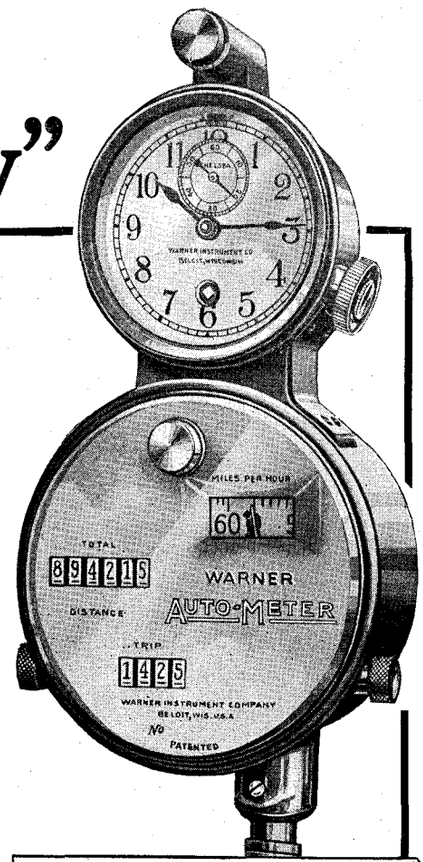

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THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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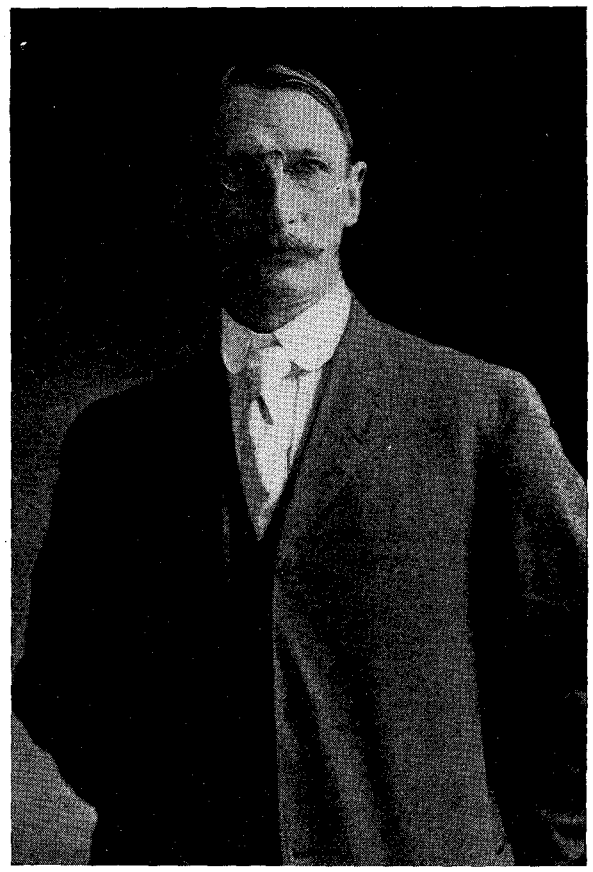
VOL. XLIII., No. 2 NEW YORK, JULY 8, 1911 WHOLE NUMBER 1107

TOPICS OF THE DAY

THE CUNNINGHAM DECISION AND ALASKA'S PLIGHT

THE ANNULMENT of the Cunningham claims means that under the present law there can be no legal development of Alaska's coal lands. This seems to be the dispassionate opinion even of papers which commend the action of the Interior Department in finally canceling those claims which at one time, as the storm center of the Ballinger-Pinchot controversy, threatened to disrupt the Taft Administration. It is notable that their annulment last week by Commissioner Dennett and Secretary Fisher, instead of reawakening echoes of that controversy, serves rather to arouse our editors to a lively sense of Alaska's plight. "The only economic methods of developing Alaska are unlawful," exclaims the New York *Times* (Ind. Dem.), and *The Evening Mail* (Ind. Rep.) agrees that this is true. The law which the Cunningham claimants sought by fraud to evade is not in high favor, it seems, even with the conservationists who considered it their public duty to insist upon its enforcement. Commissioner Dennett himself not long ago characterized it as "stupid," and President Roosevelt, Secretary Garfield, and President Taft have all at various times testified to its defects. Even more recent is the testimony of Secretary Fisher, who, in announcing and approving Commissioner Dennett's decision, says frankly: "I do not believe the present laws applicable to coal lands in Alaska are wise or practicable laws." But he immediately goes on to say:



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HE VETOES THE FAMOUS "CUNNINGHAM CLAIMS."

Fred Dennett, Commissioner of the General Land Office, thus confirms the position of Gifford Pinchot and his group of conservationists, and settles a dispute that ruined the career of a Secretary of the Interior and nearly disrupted the Taft Administration.

"Nevertheless their provisions must be enforced, first, because they are the law, and, second, because they afford the only protection to the public welfare against the abuses of monopoly and unrestricted private exploitation."

Commissioner Dennett of the General Land Office, in his decision holding the Cunningham claims for cancellation on the ground of fraud, declares that each of the thirty-three entries was improperly allowed, there being no room for doubt that an agreement existed among the claimants in violation of the law. Under the present law a single claimant can take title to only 160 acres of public land, and that area is said to be too small for the development of a coal-mine. The law further requires that each grant shall be developed separately and individually. But as *The Evening Mail* remarks, "it is accepted economic law that coal shall be mined, not by individuals, but by corporations; and these corporations must have more than 160 acres each." The thirty-three adjacent claims known as the Cunningham claims represented, it is said, the gateway by which the Morgan-Guggenheim syndicate had planned to extend its already vast interests in Alaska and to control one of the most valuable coal fields in the world. The claimants were first interested in the Alaska coal situation in 1902, by Clarence Cunningham, who conducted most of the negotiations. Says Commissioner Dennett:

"There seems to be no doubt that in the beginning the participants were 'subscribers' for 'joint interests,' and not owners of 'separate claims,' and that the substantial character of the transaction never changed. In 1905, they were still 'co-owners' of a single property, altho in order to acquire it each particular claim had been allotted to a particular individual and had been entered by him in his name. . . . . .

"The amounts contributed by the several entrymen were substantially the same. If it was not understood there was to

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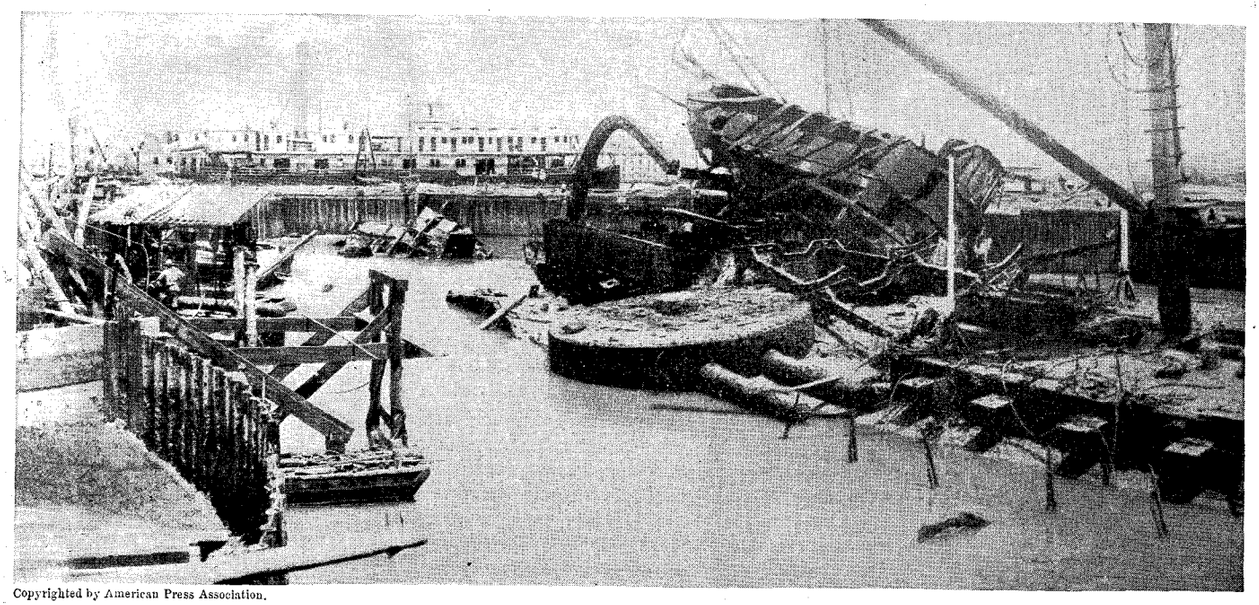

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THE EMERGENCE OF THE "MAINE," WITH

be a common profit, would the sixteen upon whose claims nothing whatever was done have permitted the use of their funds for the development of the other claims, and would thirty-two of them have suffered their joint funds to be expended in driving the expensive tunnels on one claim? . . . . . .

"A further discussion of the facts is not necessary. They speak for themselves and speak plainly. There was not at any time a single act performed that connected any claimant with the precise tract he claimed to locate."

In reporting this decision the Washington correspondent of the New York *Tribune* (Rep.) remarks that the interpretation it gives to the clause requiring "working and improving" of coal-mines "will, in the estimation of competent judges, preclude the allowance of practically all claims to Alaska coal lands." To quote further:

"It is probable that not more than half a dozen claimants have complied with this portion of the law as now interpreted. This means that, in effect, all Alaska coal lands will be held *in statu quo* until Congress shall enact new legislation, presumably in accordance with the President's recommendation that such lands be leased on a royalty basis."

Ex-Forester Gifford Pinchot finds in the cancellation of the Cunningham claims proof that the fight he led against the Taft Administration to prevent the patenting of those claims "was not only successful, but necessary and right." He goes on to say:

"This victory insures the cancellation of multitudes of other fraudulent claims in Alaska. If the fight had not been made, the Cunningham claims would have been patented long ago, and by this time coal monopoly in Alaska would have been an assured fact. The vigorous attempts made during the investigation by counsel for the Interior Department to show that the claims were valid leaves little doubt that they would have been patented had the Administration been allowed to proceed.

"Our fight, however, is not yet fully won. It is still possible that a secret order of last October, by which President Taft opened the harbor front of Controller Bay, the natural outlet for the coal, to acquisition by special interests, may result in coal monopoly through monopoly of transportation.

"Now that the claims are canceled, the one imperative need for Alaska is an honest coal-land law, opening the coal to immediate development under lease from the Government. . . . I see no reason why the passage of a coal leasing law should await the next session of Congress. It ought to be passed at once."

Ex-Secretary of the Interior Richard A. Ballinger, a Seattle dispatch tells us, dismisses the decision as "political and not judicial," and he still maintains that "there is no evidence that a court of justice would hold sufficient to warrant the denial of the patents."

The one point upon which all seem to agree, however, is that Alaska is more or less at a standstill, waiting for Congress to unlock its principal treasure house. "No progress can be made in Alaska without coal," remarks the Seattle *Post-Intelligencer* (Rep.), which adds: "The coal is there and the people ought to be allowed to mine and use it." At present, with 12,000 square miles of the finest coal fields in the world in its own territory, Alaska must import coal from British Columbia and Australia. According to the head of the Morgan-Guggenheim syndicate Alaska, if not hobbled by illiberal legislation, is "capable of adding to the wealth of the United States $200,000,000 to $300,000,000 annually." Moreover, says the Tacoma *Ledger* (Rep.), this bottling up of Alaska's resources tends to "put the business of the Pacific Coast in cold storage." How Alaskans themselves feel about it is thus reported by Mr. Washington B. Vanderlip, a mining engineer, in a Seattle dispatch to the New York *Herald*:

"Alaska is now at the breaking-point. The people of the North either must go over to Canada or they will raise a flag of their own before the next snow flies. . . . . .

"People in New York laughed at me when I told them there was a probability of a revolution in Alaska, but my advices there and my knowledge of the conditions plainly indicate to me that the danger is a real one."

Alaska's grievance, many papers point out, is also the same as that of the whole Pacific Coast, since Alaskan stagnation affects the trade of all the coast cities. Thus the business of Seattle alone fell off more than $3,000,000 last year, and the citizens, we are told, attribute the slump almost entirely to the policy of our Government in Alaska. We read further, in a Washington dispatch to the Chicago *News:*

"The Navy Department buys its coal for the Pacific fleet on the Atlantic Coast. The navy vessels on the Pacific use in round numbers 150,000 tons of coal annually. This costs on the Atlantic seaboard about $375,000, but the cost of carriage to the Pacific is $825,000, or more than twice the original cost. Most of the freight charges, by the way, are paid to foreign vessel owners. Alaska could furnish all this coal if the mines now located were permitted to operate. Coal for our Pacific Coast cities is imported from British Columbia, Japan, and Australia. It pays a high protective duty. But the mines of Alaska, thus protected, remain closed."

In *The Railway and Marine News*, of Seattle, we are assured

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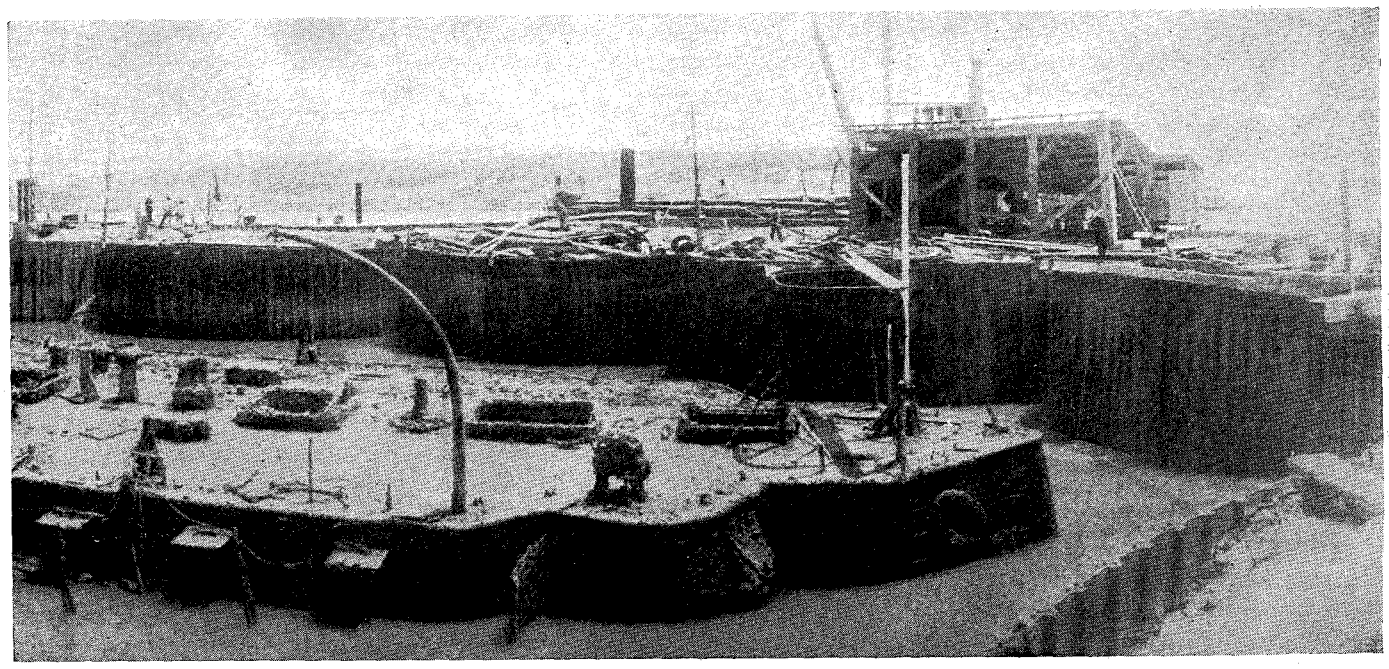

LITTLE BUT HER SECRET STILL INTACT.

by the editor that the situation in Alaska is "one of the most deplorable ever existing in a territory or dependency of the United States." He goes on to throw light on this situation in the following statements:

"Alaska's coal must be opened for development. It is no exaggeration to state, at the very outset, that upon this important move hinges the real prosperity and industrial growth of the Territory. A railroad to operate must have fuel, and simply because one of the six railroads in Alaska is owned by the Morgan-Guggenheim people is no reason at all why the whole Territory should be held back. The Copper River & Northwestern Railway Company and the Alaska Steamship Company are two great corporations controlled by this syndicate. Eliminating all of the ancient corporations and inactive concerns which in the past were included in the early holdings of the Northwestern Commercial Company, let it be said that these two companies do not, nor can they, control more than from 10 to 20 per cent. of the transportation facilities of the Territory. . . . . .

"Far more important is the great need of this coal for the operation of the many gold dredges along these rivers and other tributary streams. Many of these dredges have to close down throughout the winter because Canadian coal is not available, and even in the summer the Canadian coal runs as high as $30 per ton,—and this in the face of the fact that within reasonable distance from the scene of dredging operations, Alaskan coal could be mined and delivered to these points at one-third the cost."

Altho angry Alaska blames the conservation movement for its plight and hangs distinguished conservationists in effigy, "the fault," explains the New York *Tribune* (Rep.), "is not with the conservationists, but with Congress." The same paper continues:

"The law which the Cunningham claimants violated was not passed as a result of the conservation movement, and that law, it is universally admitted, bars the way to the working of coal-mines. All that the conservationists have done has been to prevent the violation of the law. That the law itself provides no way for the development of coal fields in the public domain is the fault of Congress, which has known of Alaska's riches for years, but yet has passed no legislation by which public lands might become private property except as agricultural lands, in areas suitable for homesteads. . . . . .

"It is time for Congress to act. The present situation is unjust to Alaska and is no longer tolerable."

The whole trouble, remarks the New York *Journal of Commerce* (Com.), grew out of the failure of Congress to make proper provision for the development of Alaska's mineral lands, and it adds its voice to those of many other papers in demanding that Congress shall now amend this fault. Some of these journals are the Chicago *Record-Herald* (Ind.), the Springfield *Republican* (Ind.), the New York *Commercial* (Com.), *Tribune*, *Evening Mail*, *Times* (Ind. Dem.), *World* (Dem.), and *Evening Post* (Ind.), the Washington *Post* (Ind.), the Philadelphia *Public Ledger* (Ind.) and *Press* (Rep.), the Tacoma *Ledger*, and the Seattle *Post-Intelligencer*. "As the Secretary's language holds out little or no hope of releasing any coal lands whatever under existing law," says the Washington *Post*, "the duty devolving on Congress in the matter looks little short of imperative."

A "REASONABLE" RAILROAD MERGER

VISIONS OF E. H. HARRIMAN "in his separate star" smiling down "at things as they are," glimpses of the beneficent gleam of the "first shining of Chief Justice White's light of reason," revelations of the learned judges of the Federal Circuit Court in the Eighth District as sensible men aware that a fish-hook is not parallel to a straight line, have been appearing to the host of editors who welcome the Government's defeat in the Harriman railroad merger case. Yet it will be prudent for these rejoicers to pause one moment in their "vociferous jubilation" and remember that an appeal is likely to be taken to the Supreme Court, and this court, pointedly remarks the New York *Globe*, "has been known to disagree with and to set aside the findings of the lower courts." Such an appeal, to the New York *World*, takes the form, not of a mere possibility, but as the Government's bounden duty in the interest of the public.

Whether or not this decision is, as some papers affirm, "the only case under the Sherman Anti-Trust Law in which the Government has failed," it is certainly, notes the New York *Times*, "the first case since the rendering of the decision that the rule of reason should guide in the application of the statute, and has failed through the application of that rule." *The Times* concludes:

"If this decision had been rendered before the Oil and Tobacco decisions, it would have aroused a storm of protest and agitation. But the declaration of the rule of reason has served to calm all but the unreasonable. Such restraints of competition as promote commerce on the huge scale of the Harriman railway system can not reasonably be denounced as in restraint of trade. To completely reassure public confidence on this

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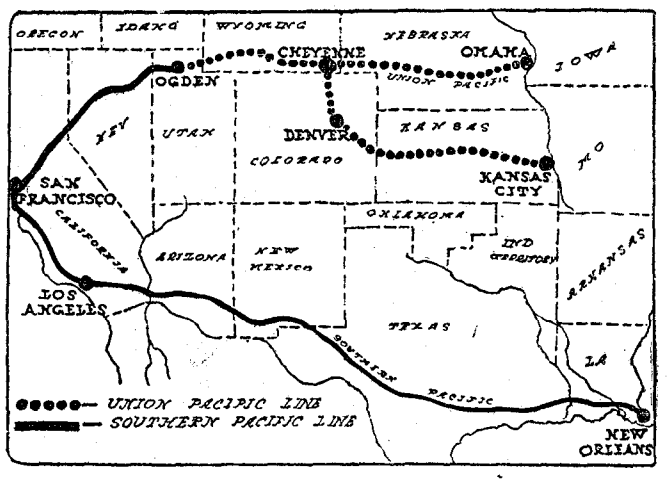
point it only remains to define a good industrial trust. The interval promises not to be prolonged."

The findings of the court justifying the merger of the Union Pacific and Southern Pacific Railroads in 1901 seem to the Albany *Journal* to be of peculiar timeliness. We read:

"It had come to be a common belief that any combination against which the Department of Justice might bring suit was



THE ROADS THAT WERE MERGED.

Prior to the Harriman merger the Union Pacific, whose line ended at Ogden, had to send its through freight to Portland, Ore., by the Oregon Short Line, then to San Francisco by rail. This circuitous, "fish-hook" route was used until the purchase of 46 per cent. of the Southern Pacific stock in 1901 gave the combined companies two direct lines from East to West.

thereby foredoomed to being placed under the ban of the law. Even when the United States Supreme Court in recent decisions held that the intent of the Anti-Trust Law was that distinction should be made between unreasonable and reasonable restraint of trade, or competition, its decisions were against the corporations in the case at bar. Shortly thereafter the United States Circuit Court placed another corporation under the ban. So, while the principle had been established that a combination might restrain competition to a degree that would be only reasonable, and therefore not illegal, there was no example of such a combination, and the uncertainty remained, whether any combination would be held to be outside the prohibition of the law."

Even the ultra-progressive Kansas City *Times* is found with this "old guard" organ in commending the Circuit Court's point of view. The practical effect of the merger of the two roads concerned was good, and the Court, adds *The Times*, evidently took into account the probable consequences of a different judgment from that reached. The Kansas City paper takes the occasion to state its belief

"That the remarkable cycle of late trust decisions has generally conformed to public sentiment; that the effect of these judgments has accorded with public welfare and the inevitable drift of industrialism; and that, in further working out the problems by legislation, the labors of the courts will aid materially."

The decision adverse to the Government was written by Judge E. B. Adams, Judge Sanborn and Judge Van Devanter, now on the Supreme Court, concurring. The other member of the Court, Judge William C. Hook, handed down a dissenting opinion. The only question in the case, as the majority of the Court looked at it, was this:

"Was the Union Pacific, extending only from Omaha and Kansas City on the east to Ogden on the west, a competing line prior to 1901 for transcontinental business with the Southern Pacific company, whose line extended from New York on the east, over the sea to New Orleans, and thence by rail to San Francisco and Portland on the west?"

To this a negative answer is returned, as follows:

"While the Union Pacific was entirely dependent upon the Southern Pacific for its connection west, the Southern Pacific was not at all dependent upon the Union Pacific for its connection eastward.

"Our conclusion is that all the facts of this case, considered in their natural, reasonable, and practical aspect and given their appropriate relative significance, do not make the Union Pacific a substantial competitor for transcontinental business with the Southern Pacific in or prior to the year 1901."

Several minor points, as, for instance, competition on minor lines, and purchase of stock by the Union Pacific in companies other than the Southern Pacific, were taken up and decided in favor of the defendants.

The decision that the two roads did not form "parallel and competing lines" is thus explained in the columns of the New York *American:*

"The Union Pacific ends at Ogden. The Southern Pacific Line in dispute begins at Ogden and runs directly west to San Francisco. The Union Pacific and Southern Pacific lines, placed end to end, form a direct road between Omaha and San Francisco. But before acquisition of the Southern Pacific, the Union Pacific sent considerable freight to San Francisco over the Oregon Short Line, which it owned, to Portland and thence over the Southern Pacific to San Francisco.

"This Portland route was of the shape of a fish-hook, the point being at San Francisco, and from the shape of the line the Government spoke of it as 'fish-hook' competition. But the law says the lines must be 'parallel'; and even if a fish-hook could be considered parallel with a straight line, the fact remained that the Union Pacific did not even own all of the fish-hook."

Yet there are facts evident to the New York *World* which "speak louder than the Circuit Court's view of the law in regard to restraint of trade":

"Control of the Southern Pacific by the Union Pacific, which is undisputed, is an obvious bar to competition between two transcontinental railroad systems. While they do not traverse the same territory, in handling through freight they hold shippers absolutely at their mercy. . . . . .

"In the public interest the Government should carry the case on appeal to the Supreme Court."

From Judge Hook's dissenting opinion, as given in the press, we quote these noteworthy statements:

"This decision so greatly narrows the act of Congress that

CERTIFIED!

—Shiras in the Pittsburg *Gazette Times.*

very little is left of it when applied to railroads. Under one or both of these tests the Union Pacific could probably have lawfully purchased control of all the great railroad systems of the United States. . . . . .

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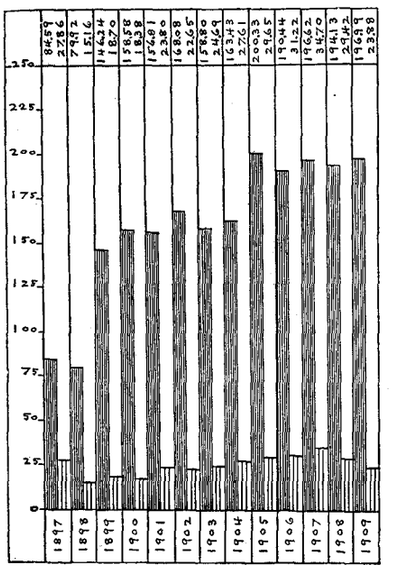
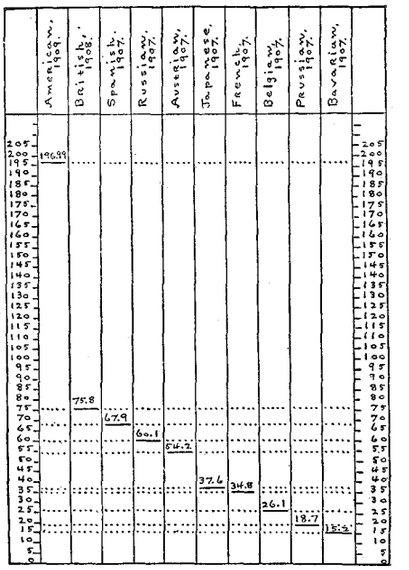
"It is quite clear that, with the growth and development of Government regulation of common carriers in interstate commerce, there is decreasing reason for holding them subject to the Sherman Anti-Trust act. It may be that, as regards transportation, the Interstate Commerce Commission could perform its duties with equal justice to the public and greater justice to the railroads if they were released. But that certainly is a question for Congress and not the Court."

DRINK AND DISEASE IN THE ARMY

THAT THE EFFICIENCY of the United States Army is being seriously impaired by alcoholism and the diseases due to dissipation is revealed in the report of the Surgeon-General. The latter peril, especially, "has come to outweigh in importance any other sanitary question which now confronts the Army," he declares, and neither our national optimism nor our Anglo-Saxon disposition to ignore everything distasteful "can longer excuse a frank and honest confrontation of the problem." It will probably be news to the country at large to learn that the hospital admissions for these two kindred causes reach the astonishing proportions of nearly one-quarter of the entire Army. The hospital admissions for alcoholism have averaged about 25 in 1,000 for a considerable time, but the admissions for the diseases of vice have lately risen to something like 200 in 1,000, far ahead of the figures for any army of Europe. This grave injury to our forces, which would be thought disastrous if inflicted by a foreign foe, is attributed by Dr. Louis L. Seaman to the low dives around every army post, which supply the men with the vilest liquors and associates, and rob them of money, brains, health, and morals. The presence of these dives is deplored by every one who writes on this subject, yet the United States Government, with a force of 77,000 men, seems for some reason to stand helpless before them.



INCREASE OF DISEASES OF VICE IN OUR ARMY.



HOW OUR ARMY COMPARES WITH THE ARMIES OF EUROPE.

The tall columns show the number of hospital admissions per thousand men for the diseases of vice. The short columns show the hospital admissions per thousand men for alcoholism. The second chart shows how vastly worse off our Army is in hospital admissions for vicious ailments than the armies of Europe.

Dr. Seaman, who writes in *The Editorial Review* (New York), and Judge Blount, who writes in *The North American Review*, argue that the reestablishment of the "canteen" within the army post, so that the soldier can obtain beer without going to the outside resorts, is the solution of the problem. They claim that the milder drinks of the canteen would prevent the alcoholism now caused by the concoctions sold outside, and the exclusion of civilians from the canteen would save the soldier from the harpies who now ruin him body and soul. In support of this claim they quote an imposing list of such Generals as Corbin, Young, Chaffee, Carter, Barry, Bell, Wood, and F. D. Grant.

General Wood says in his report for 1910: "It is the consensus of opinion in the Army that the canteen should be reestablished. This opinion is concurred in by the undersigned." His words are made stronger, it is remarked, by the fact that General Wood was for many years an army surgeon and knows thoroughly the medical aspects of the question. Another officer who is very highly regarded by the temperance forces of the country is General Frederick D. Grant. Dr. Seaman and Judge Blount quote General Grant as saying in 1905:

"It is distressing that the prosperity of the keepers of vile resorts is due to the activity of good and worthy, tho misguided, citizens who have succeeded in abolishing the canteen in the Army. With the establishment of the canteen, which was the soldier's club, the influence of these demoralizing resorts near army posts would be greatly reduced and many of them would disappear."

We learn by telephone from General Grant's headquarters on Governors Island that what he wrote in 1905 still holds good as his opinion now.

The avowed purpose of the abolition of the canteen, Dr. Seaman recalls, was to "increase the efficiency of the United States military establishment," but, he adds:

"What it has accomplished and what it is accomplishing, is to increase drunkenness, insanity, desertion, discontent, dishonesty, and disease. These facts may furnish a subject for reflection for those who were instrumental in bringing about this lamentable change. . . . When the W. C. T. U. realizes that the result of the abolition of the Post Exchange has produced this enormous increase of wretchedness in the Army Hospitals, I believe it will work as earnestly for the restoration of the canteen as it did for its abolition."

The opponents of the canteen, however, do not regard the case as being so simple. They say that the sale of beer within the army post in the days of the canteen led soldiers into drinking-habits who would otherwise have remained sober, and started the men, half-drunk, to the outside resorts, which many would otherwise have had sense enough to avoid. One writer who says he has "been connected with the medical department of the Army from the days of the Civil War, and knows something of these matters," writes to *The American Issue* (Prohibition, New York), vigorously opposing the restoration of the canteen. He quotes figures from the reports of the Surgeon-General showing that under the canteen the hospital admissions for alcoholism decreased from 4.1 per cent. in 1889, to 2.7 per cent. in 1897. Then came the war with Spain, bringing abnormal conditions which make the figures for those years useless for the discussion of present conditions. In 1901 the canteen was closed and the "post exchange" substituted, with soft drinks. Under the post exchange the admissions for alcoholism have ranged from 2.2 per cent. in 1902, to 3.5 per cent. in 1907, and back to 2.4 in 1909, so that little appears from these figures for or against the canteen, and the disastrous results due to its abolition are not apparent. The present Surgeon-General, in his report, does not recommend the restoration of the canteen as a remedy for the evils he deplores, and a diagram from his report, given herewith, shows that the alarming increase in the

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diseases of vice began in 1899, two years before the canteen was closed. General A. S. Daggett, who not only fought through the Civil War, coming out a Brigadier-General, but who also saw service in Cuba, the Philippines, and China, is quoted as saying:

"My own experience with the canteen was gained as a company post and regimental commander. My opinion of the canteen is that it made the total abstainer a moderate drinker, the moderate drinker a hard drinker, and sent them all to the outside saloons for something stronger than beer. It was a feeder of the outside saloons. A few men came to the army as total abstainers, and, through the influence of the canteen, were discharged with the beer habit fixt upon them. Some became drunkards. The canteen has not, in my opinion, a redeeming feature. . . . . .

"The post exchange still exists. It comprizes amusement-rooms, reading-rooms, gymnasium, lunch-counter, and general merchandise store. Here the soldier can find the wholesome amusements he desires. It is indeed the soldier's club-room. During the last ten years Congress has appropriated several millions of dollars for buildings and equipments for the accommodation of the post exchange. To prevent the public from being misled on this point, let me repeat: The post exchange, comprizing amusement-rooms, gymnasium, lunch-counter, and store, etc., was not abolished when the canteen was abolished, but still remains the real soldier's club-room, and is a flourishing institution where properly managed.

"Who would befoul the moral and physical atmosphere of these clean, wholesome institutions by introducing the sale of beer?"

POURING WHISKY INTO DRY STATES

THIRSTY DWELLERS in prohibition States and local-option territory are ordering by mail and receiving promptly by express some 20,000,000 gallons of whisky each year, according to press summaries of a recent Interstate Commerce decision. Mail order liquor houses, mainly located in the South, several in dry territory, are growing prosperous in supplying this rapidly increasing demand, while State authorities have their hands tied by the Interstate Commerce clause of the national constitution. This means, say such thoughtful papers as the Springfield *Republican* and the Richmond *Times-Dispatch*, that the only way prohibition can really be made to prohibit, will be for the Federal Government to step in and repress or regulate the interstate traffic in intoxicants.

The startling facts mentioned came out in the course of an inquiry started at the complaint of the Southern Mail Order Liquor Dealers' Association about a year ago, that they were being discriminated against by certain regulations of the express companies. Commissioner McChord wrote the decision, holding that the express companies may require liquor packages to be shipped in corrugated paper cartons, but forbidding a transportation charge based on arbitrary weights and discrimination against stone jugs. He went on to say:

"It was the spread of the prohibition movement that gave vitality to this character of traffic in liquor. With State-wide prohibition came the interstate traffic in liquor. The decision of the Supreme Court that this traffic was interstate, and therefore superior to interference by the State Governments, gave the industry a tremendous impetus and established the express companies as the carriers of practically the whole of this traffic.

"The movement is much more active in the South than in other sections of the country, partly because of the extent of the prohibition territory in that section, partly because of the large quantities of very cheap whisky manufactured and shipped there for the consumption of the negro population."

The opinion closes with the significant statement that while it is not the function of the Commission to pass upon the moral aspects of the case, it is nevertheless considered that this traffic "has an evil effect on and is one of the important factors in the race problem of the South."

This is the way it seems to the Springfield *Republican:*

"One of the main reasons for the prohibitory laws in the Southern States was the desire to separate the negro from whisky. The South was full of villainous low-type saloons, patronized by the blacks, and they were 'nurseries of crime' in the most sinister sense of the phrase. 'White gentlemen,' it was understood, would still find a way to the decanter in their homes, hotels, and clubs, but reform was necessary for the black brother. Immediately stept in the mail-order whisky house located in some neighboring State, with its license under Federal court decisions to do an interstate business in 'the original package.' It is amazing how the negroes have made this trade prosper. . . . . .

"If the traffic continues to develop—and we must remember that it now has a record of 20,000,000 gallons a year—the question of Federal repression or regulation of the trade, in spite of the constitutional difficulties, may become an issue which Congress could not ignore."

In Richmond, a city exporting half a million gallons of whisky annually, *The Times Dispatch* comes out with an editorial welcoming Federal intervention as the ultimate solution of the prohibition problem. We read:

"It is an entirely new feature of the whisky question that the mail-order houses have been doing business with the colored people of the South in the prohibition States; and this is a feature which will go a long way toward Federal legislation upon the subject which will make it a criminal offense for express companies and other public carriers to receive or transport or deliver packages containing intoxicants to any purchasers. . . . . .

"It is even more surprizing to be informed that Augusta and Savannah, Georgia, both important towns in a prohibition State, are engaged in the mail-order whisky business, the former to the extent of 215,150 gallons and the latter to the extent of 100,000 gallons the year. There is something radically wrong with the law or with its administration when such a thing as this is possible, and it is as certain as anything can be that the law will be strengthened, and its administration enforced even if it shall be necessary to invoke Federal control of the traffic."

COMMISSION RULE IN NEW JERSEY

IF GOVERNOR WILSON'S endeavors to persuade the New Jersey cities to adopt the commission form of Government should prove successful, it seems likely to be rated as his highest achievement by the watching editors. But these same observers are wondering whether the adoption of the commission plan in Trenton is as significant of the final outcome as its defeat in Bayonne, Hoboken, and New Brunswick. Citizens of many New Jersey towns are thought likely to wait a few months and judge of results in the capital city, and as the commission plan works for good Government in Trenton, to that extent, it is predicted, will the rest of the State's municipalities take advantage of the State law permitting them to vote upon the adoption of the new rule. The score, however, is at present 3 to 1 in favor of the old style, with Newark and Jersey City, the largest cities of the State, prepared to vote this summer.

In the setback administered in the three cities, the "progressive" papers in States neighbors to New Jersey see only a stronger argument for Commissions. The energy displayed by professional politicians in blocking the application of this scheme of municipal Government proves to the New York *Press* that it must have some merits which are apparent, for it is usually "pretty safe for the voters to embrace that which the mercenaries of politics repel." Office-holders, present and expectant, corrupt corporate interests and political gamesters "know only too well on which side their bread is buttered," reflects the Philadelphia *Record*. The New York *Tribune* and Springfield *Republican* agree that the politicians of all parties are working efficiently against Governor Wilson on this issue—if he wins, adds the Springfield paper, he will "gain credit in the most ample measure for wisdom as well as daring." The manner in which the Commission plan received what the New

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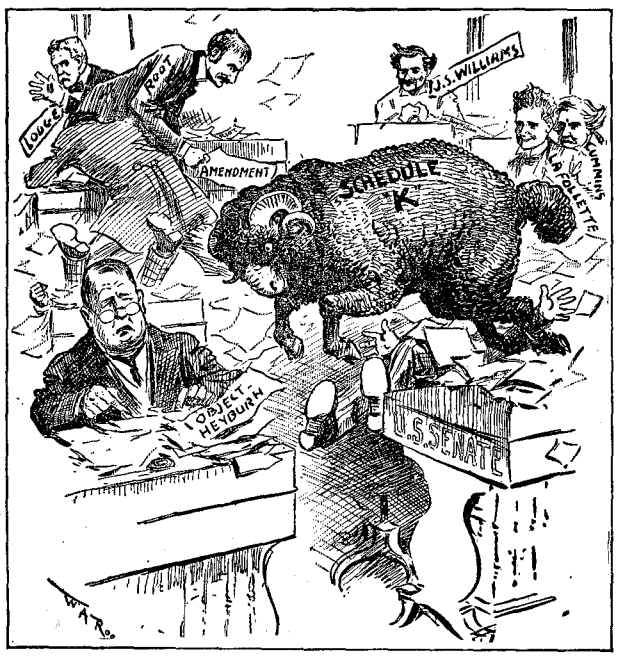

THE STANDPATTERS GET A SHOCK.
—Rogers in the New York *Herald.*

A MONARCH UNCROWNED.
—De Mar in the Philadelphia *Record.*

EVERYWHERE THE PARTY WENT THE LAMB WAS SURE TO GO.

York *Evening Post* calls a "temporary setback," has, in the Baltimore *Sun's* opinion, "provided its advocates with the most eloquent of all imaginable arguments for its adoption." The result in Hoboken merely shows how hard it is for amateurs in politics to beat two machines and a city Government, explains the New York *World.*

"The appeal of the machine was strongly made and pertinently prest upon each individual. The appeal for reform was general and abstract. The machine bosses said to the saloon men, 'The reform Government will interfere with your trade.' They said to the policemen and to the firemen, 'You will lose your jobs.' They said to the employees of all municipal departments, 'You will be put off the pay-roll.' Then, in addition, the bosses brought to the polls all the voters of the city they could line up —and, it is said, some who had no right to vote. Hence their victory."

Yet after all, it seems to be the advance of commission Government in its decisive victory in Trenton, its narrow defeat in Bayonne by a margin of five votes, and the apparent growing sentiment in favor of the plan throughout the State, that attracts the most editorial notice in the East. The Pittsburg *Dispatch* informs its readers that there may still be in store for them the joyful experience of "having *populistic* New Jersey held up as a warning to the effete West." And in the same Pennsylvania city, where a modified commission plan has been adopted, *The Sun* warmly congratulates Trenton. Several papers see in the movement in New Jersey a notable step in the good work of political machine-smashing in that State, while others take it as an undoubted advance of the "Commission-plan movement" in the nation. This plan, observes the New York *Globe*, "is now in use in more than one hundred American municipalities, and that it is successful is indicated by the fact that no community that has adopted it has gone back to the old way."

Just what Trenton has done is told briefly by the Newark *News*, one of the influential New Jersey papers strongly favoring Commission Government,—"it has adopted the most simple businesslike method of Government for cities yet devised." From the column-and-a-half description then following we gather that Trenton is to put all its affairs in the hands of five men, one a sort of "Mayor-Chairman." Each of the five will be responsible for a certain department and the board will form a council to pass ordinances. All their acts are to be given fullest publicity, and they are further restrained by a provision for the use of the initiative, referendum, and recall.

Prominent among the skeptics in New Jersey is the Paterson *Call.* It quotes from the New York *Sun*, as setting forth its own opinion, an editorial showing that the vote in Trenton was an expression of the minority only. Says *The Sun:*

"There used to be talk of the sacredness of majorities in the old days of representative Government. But that notion has gone the way of all old stuff that does not suit the uplifters, their theories and ambitions. And in its place we have the sacred third—that glorious minority, in whose name the Hon. Woodrow Wilson loves to conquer.

"Take the figures at Trenton the other day. There was a referendum upon the adoption of the commission form of Government and the whole town was much wrought up. Thus, owing to the extraordinary interest, almost two-thirds as many cast ballots as voted in the last gubernatorial election! This outpouring doubtless represents the high-water mark of votes at such an election; yet the net result was that something like 33⅓ per cent. of the normal voting population determined this important issue for the whole city.

"A notable victory for minority rule. We trust that Governor Wilson is correspondingly gratified."

TOPICS IN BRIEF

IT isn't tariff for revenue only which threatens us, but tariff for politics only. —*Wall Street Journal.*

THE tax on bachelors in Wisconsin is classed as a tax on unimproved property.—*Birmingham Age-Herald.*

JOHN HAYS HAMMOND got through the ceremony safely without dropping any of his H's.—*Pittsburg Gazette Times.*

THE Conservation Commission will please take note that there is no scarcity of Democratic timber.—*Grand Rapids Press.*

WITH all that water, the wonder is that the sugar trust doesn't dissolve of its own accord.—*Philadelphia North American.*

IT cost the country $845,184.56 in two years to bust trusts, but the trusts look the least busted.—*Louisville Courier Journal.*

SOME pessimist is certain to arise soon and insist that these record-breaking crops are hard on the soil.—*St. Paul Pioneer Press.*

IF Morse's lawyers continue to study his case they may be able to prove that there never was any 1907 panic.—*Wall Street Journal.*

SUPPOSE President Taft had to reciprocate with congratulations every time the Sultan of Turkey has a silver-wedding anniversary!—*Philadelphia Inquirer.*

PERHAPS all the members of President Joseph F. Smith's family took sugar in their coffee and he had to own a little stock in the company to get even.—*Columbus Ohio State Journal.*

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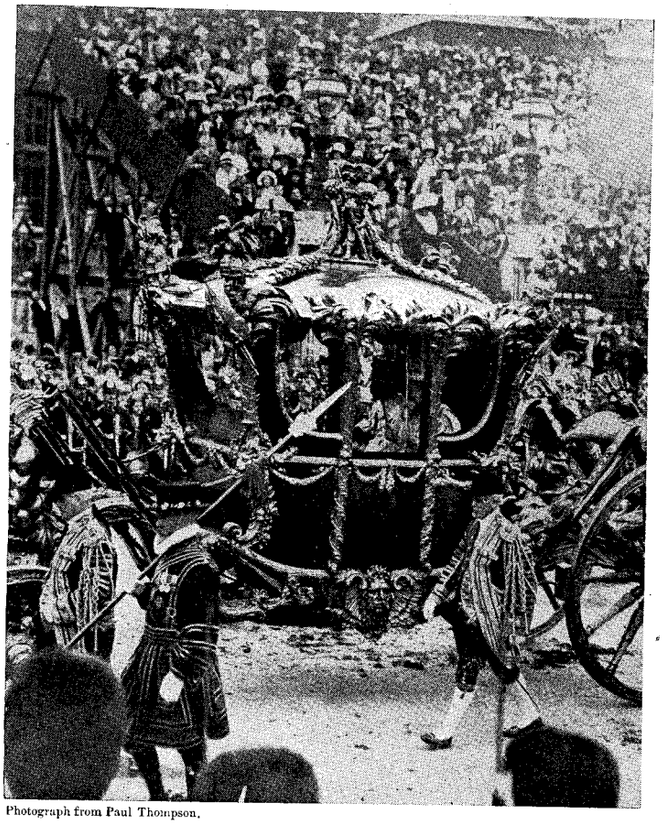
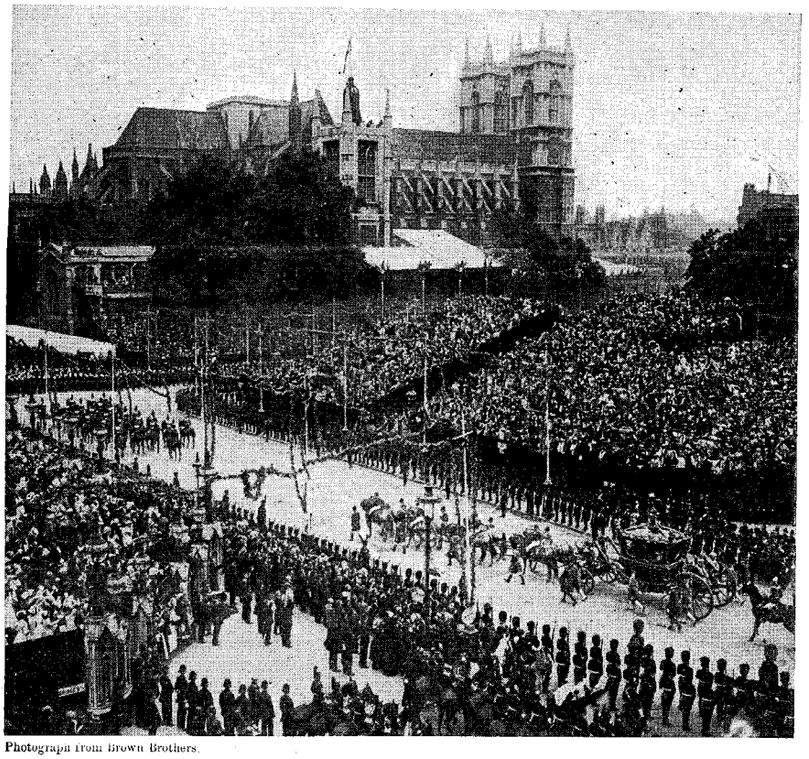
ARRIVING IN LONDON FOR THE CORONATION.



Photograph from Paul Thompson.

RETURNING FROM THE ABBEY WEARING THEIR CROWNS.



Photograph from Brown Brothers.

JUST BEFORE ENTERING THE ABBEY.

Photograph from Paul Thompson

MY LADY CARRIES MY LORD'S CORONET.

SCENES FROM THE CORONATION.

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FOREIGN COMMENT

BRITISH INSURANCE AGAINST UNEMPLOYMENT

ONE OF THE saddest sights in a rich industrial country is the crowd who besiege the gates of the factories when they open every morning. They come to ask work where most if not all of them are certain to be disappointed. The Liberal Government of England is now trying to cope with the growing evils and frightful sufferings of would-be workers who are left with empty hands in view and hearing of the clanging wheels and buzzing looms of industry. Mr. Lloyd-George, the Chancellor of the Exchequer, is backed by Prime Minister Asquith and many members of the opposition in passing a bill for insuring laboring people from being without work. The employer and the employee are to be compelled by law to contribute to a fund of which the State provides one third. The scheme also provides for governmental relief in time of illness, a feature that rouses objection from the physicians with working-class patients, who fear they will be driven into bankruptcy, as suggested in the *Punch* cartoon below. *Public Opinion* (London) gathers and presents figures which show that compulsory insurance is to be imposed on 2,421,000 workers, classed as follows:

Trade	Total
Building	1,248,000
Engineers and ironfounders	777,000
Shipbuilders	137,000
Millsawyers	43,000
Coachbuilders	116,000
General laborers	100,000
Total	2,421,000

The figures of unemployment in England are thus quoted from Mr. T. G. Ackland, the eminent social statistician:

"It is calculated that the average rate of unemployment over these trades will be 8.2 per cent., excluding general laborers, and 8.6 per cent., if general laborers be included. It works out at 26.8 days in the year per man insured.

"For the building group the rate is 10.4 per cent., or 32.4 days per annum. For the engineering group the rate is 6.5 per cent., or 20.3 days per annum.

"Under the bill, benefit is limited in point of time to three months. Also members must have paid five weeks' contribution for every week of benefit. These conditions will, on the whole, limit benefit to 71 per cent. of the unemployment, and on this assumption Mr. Ackland calculates that the scheme will be financed thus:

	Per annum s.	d.
From workman	9	2
From employer	7	6
From state	5	6
	22	2
Cost of accommodation	2	2
Available for benefit	20	0

Of the particulars of contributed subscriptions we read:

"The workman's contribution is 2½d. for each period of employment of a week or less, and the employer's contribution is also 2½d. for each period of employment of a week or less, subject to a provision for compounding. The State contribution to the unemployment fund is one-third of the total contributions from workmen and employers.

"The workman's and employer's contributions will as a rule be paid together by the employer's purchasing a special insurance stamp and affixing it to an insurance book carried by the workman. That is to say, it will in general be illegal to employ any workman in the insured trades without obtaining from him an insurance book and without affixing thereto week by week a 5d. stamp to represent the joint contribution.

"If the workman were on the average employed all the year round, he would, at 2½d. a week, pay 10s. 10d., but an allowance of 1s. 8d. is made for those weeks when he will be receiving benefit. For the employer there must be a further allowance on account of the reduced payment by the year.

"Administration is put at just under 10 per cent.

"Benefit reckoned at 7s. a week for the engineering group and 6s. a week for the building group, will cost 18s. 3d. per man, leaving out of the £1 provided per man an available margin of 1s. 9d., or 9.6 per cent. of the net cost of benefit. In respect of 2,421,000 insured workmen, the annual surplus is £211,837.

"Any workman who becomes repeatedly unemployed through lack of skill or knowledge may be required to attend a suitable course of technical instruction, and if he fails to do so or to profit by such instruction, this fact may be taken into account in considering what is suitable employment for him."

The rage of party politics makes this bill a bitter battle-ground. Of course, such organs as *Reynolds's Weekly* (London), the workingman's newspaper, are enthusiastic over it, and in one editorial we read:

"In the Tory régime, under the leadership of Mr. Balfour, the energies of Parliament were wasted on extraneous matters of no vital relation to the welfare of the people. When, in

THE DOCTOR.

(*With apologies to Sir Luke Fildes, R.A.*)

PATIENT (*General Practitioner*)—"This treatment will be the death of me."

DOCTOR BILL—"I dare say you know best. Still, there's always a chance." —*Punch* (London).

pursuance of a wild-cat policy, the Tories landed the country in the South African mess, the people rightly thought the time had come to make their political foes drink to the dregs the cup of humiliation. With the rout of the Tory party, Democracy started on a new career. The victories gained by the Labor party at the polls made it plain that the days of privilege and class legislation were numbered. The Labor members brought a new force into the House of Commons, but in order that it should have due effect it was necessary that the leaders of the Liberal party should be in sympathy with the aims and aspirations of the toiling multitude. That condition has been amply fulfilled. The Prime Minister has risen to the occasion, and ably he has been supported by his colleagues. By his financial measures, Mr. Lloyd-George has struck a deadly blow at the insolent dictation of the House of Lords."

On the other hand, the Tory press are generally against it. Thus the Conservative London *Outlook* speaks in the following vein:

"As the tide of protest, doubt, condemnation rises around the proposed schemes of Mr. Lloyd-George it becomes increasingly difficult to know who on earth wanted them. Apart from the political leaders who are always anxious to please what they believe to be the working classes, apart from the daily journalists

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who were sent into this world to bless and embroider everything bearing a resemblance to philanthropy, who ever praised the bill? Who ever agitated for it? Who has shown that it can be a reform of anything suffered by anybody who really deserves commiseration? It does not insure the widow or the orphan. It minimizes every benefit offered to women on the avowed ground that they are women. It penalizes home life and bribes the wife to quit the cradle for the mill. It fines the kindly employer and distinctly worsens the treatment in sickness of the domestic servant and the mercantile clerk. It mulcts the moderate wages of the healthy agricultural laborer in order to stimulate the malingering of the town loafer and to aid the stinginess of the smug Nonconformist tradesman."

MR. JOSEPH CAILLAUX.

The new French Prime Minister and Minister of the Interior. His attitude as Finance Minister under Mr. Monis was one cause, we are told, of the latter's downfall.

Another difficulty stated by the London *Daily Chronicle* is that Mr. Lloyd-George is conspiring to take the charge of the sick among the poor out of the hands of the many free hospitals, to throw out of employment a number of men employed on the hospital staffs, and to reduce the subscriptions to such eleemosynary institutions. This view is taken by the London *Daily Mail*. The Tory *Morning Post* (London) speaks kindly of the bill, but thinks that there is room for improvement in its provisions, and hopes Mr. Lloyd-George will not cherish "the illusion that honest criticism of a complicated measure can be met by exaggerated rhetoric."

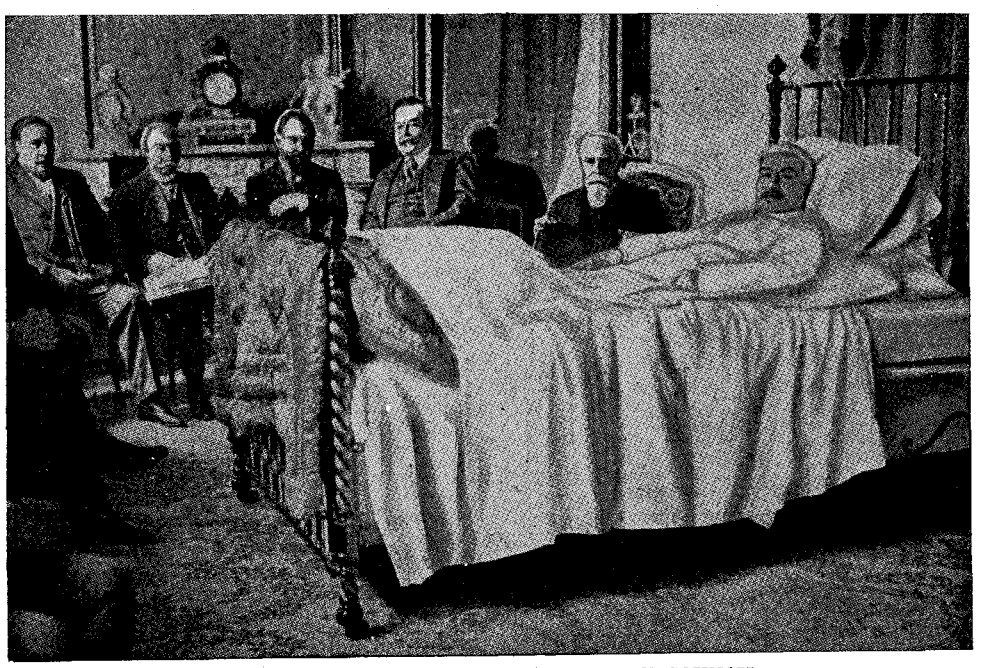
But the Liberal *Westminster Gazette* replies:

"It is impossible to look at the bill dispassionately without realizing that it offers a chance, which may not soon come again, of putting medical practise among the poor upon a secure basis which will benefit both doctors and patients."

FALL OF THE MONIS MINISTRY

NOBODY seems surprized at the downfall of the Cabinet of only four months' existence in France. Dissatisfaction with its handling of the Champagne riots, its military operations in Morocco, and its failure to reform electoral abuses increased the number of its enemies till it toppled over on a vote of lack of confidence last week. But at the same time no great change of policy is expected from the new Premier, Joseph Caillaux, who was Minister of Finance in the outgoing Cabinet. He is pledged to reform the electoral laws so as to provide proportional representation, and is likely to adopt a firmer stand on the Champagne question, but the larger policies of preceding ministries are expected to continue. The Monis Cabinet was supported by a coalition of Radicals and Socialists who were not always in harmony among themselves, and some of the leading French papers have been predicting for months that a Cabinet relying on such an unstable support could not maintain its position for long. Mr. Monis owed his elevation to the support of the Socialist Jaurès and his followers, and was sadly hampered by this alliance both in dealing with the Champagne dispute and in the question of electoral reform. The members of Parliament are said to make their election sure by the distribution of petty offices and Government favors, rather than by any display of exalted statesmanship, and a great outcry has risen against this Tammanyizing of the Republic. To this the Monis Ministry made no response. The Socialists have been equally dissatisfied with this and with the weak handling of the Champagne question. The march of the French troops to Fez has been another bone of contention. Here, too, a feeble and hesitating policy was adopted. Discord broke out in the Ministry. The *Figaro* (Paris) has long been talking about "the sick Cabinet," and remarked the week before the Ministry fell:

"The Government may assert that the most perfect harmony reigns among its members. Facts, however, prove that the contrary is the case and that the faction of Mr. Caillaux, who has advocated a more decided action in the Champagne question, are opposed to the Radical-Socialist clique who are favored by Mr. Monis. Consequently this Radical-Socialist Cabinet presents to us the spectacle of nothing more than inconsistency, contradiction, and disorder. But the French people and Parliament will soon decide whether the country can much longer endure a Government of this kind."



PREMIER MONIS HOLDING A CABINET COUNCIL.

Suffering from his injuries in the Issy aeroplane tragedy, the Premier had to hold his cabinet meetings in his sick-room, and opposition papers rather discourteously called it "the sick Cabinet."

The Senate issued a mandate ordering Mr. Monis to lose no time in settling the Champagne question which the Socialists, under Mr. Jaurès, kept agitating, says the Paris *Soleil*, which continues:

"Never, perhaps, was a Ministry put to such humiliation. But Monis has held on at any price. It is not necessary to say that he has lost his prestige and authority, for he never had either. The Senate is now holding the Cabinet over the abyss, and can allow it to be engulfed when it chooses."

The corruption of elections has been encouraged by these Radical-Socialists and the Ministry of Mr. Monis, declares the *Journal des Debats* (Paris), and has "adopted the policy of revolutionary opportunism, which is that of Mr. Jaurès." The position of the Monis Ministry has long been disparaged by this pow-

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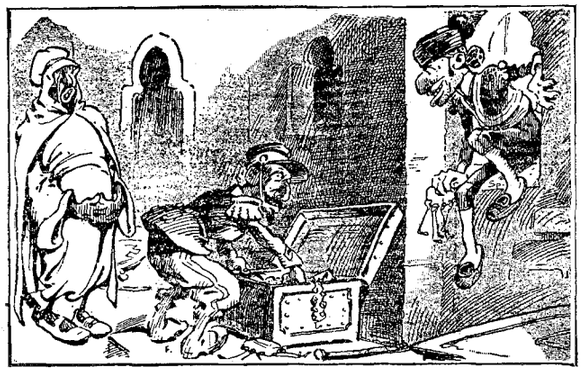
erful organ, which concludes its article on "the policy of doing nothing" in the following words:

"The mushroom birth of the Monis Ministry has been merely the triumph by trickery of the minority over the majority. It carries with it that indelible blot upon its name which it will not wash out; nor is it strong enough to do so; nor does it desire to be purged. Yesterday a Senator in the tribune remarked that we are swiftly going on to anarchy pure and simple; we no longer have any Government, even our Parliament threatens to be a thing of the past. All the strength of the Ministry is bent on the accomplishment of this program." —*Translations made for* THE LITERARY DIGEST.

A PLOT TO PARTITION MOROCCO

IT IS BECOMING a serious question in Europe whether there is not some sort of a plot among the Powers to take another golden Mohammedan State, melt it into current coin, and distribute it among the pockets of its Christian friends. France and Spain are already getting warm over the matter, and some English organs are indulging in gloomy forebodings. By the Algeciras Treaty France was entrusted with the policing of Morocco along the eastern borders of her Algerian possessions, which were constantly being menaced by Moorish invasion. Eventually, we read in the papers, she made some pretext for occupying Casablanca, an important seaport on the west coast of Morocco. At present she has practically occupied Fez, the capital. It is charged that France has made these advances at the instigation of Spain. For Spain has recently followed



TOO MANY FRIENDS.

SULTAN OF MOROCCO—"I thought France was sufficient to protect my treasures—and here comes Spain!"
—*Kladderadatsch* (Berlin).

her example and there are now fifty or sixty thousand men of the Spanish military forces in the Spanish garrisons of Africa. Thus the *Vossische Zeitung* (Berlin) declares that the Government of Madrid "has unquestionably broken the Algeciras Treaty and possibly created a *casus belli*." The sober-minded *Frankfurter Zeitung* remarks:

"The procedure of Spain in landing so many troops in Africa can not be reconciled with either the spirit or letter of the Algeciras Treaty. It is evident this country is pursuing an independent policy with the intention, it may be, of eventually rescinding the treaty, by common consent of the parties to it, and leaving Morocco to the tender mercies of its stronger neighbors."

Mr. Jaurès, writing in the *Humanité* (Paris), takes a very serious view of the case. War may at any moment be precipitated between France and Spain—to the joy of Germany, it is added. This writer suggests that perhaps England may be induced to intervene. Meanwhile "Germany is looking on with sullen irony." To quote his words:

"Will France appeal against Spain to England? It would not be at all displeasing to Britain to be called upon to intervene between two Latin nations. Such a course would naturally increase the danger of the situation and make the quarrel a conflict of European proportions. Germany is watching the course of events in satisfied silence. Thrice fools are they who

THE CONQUEST OF MOROCCO.

GERMANY (to France)—"Yes, go ahead and do everything for the best; then it will be my turn to take quiet possession."
—*Fischietto* (Turin)

negotiated such a victory to the Germans, who hate us most of all."

The London *Outlook* thinks that France, England, and Spain may be playing into each other's hands, and in that case would have Germany to reckon with. It says:

"If France and Spain and England are involved in an enterprise for extinguishing another Mohammedan State on the Mediterranean, let us not blind ourselves to the fact that in the vast center of Mohammedan population between the Nile and the Himalayas it may not be wise to leave the War Lord of German fleets and armies in undisputed possession of the privileges of sole friend of Islam."

The London *Times* is more cheerful, and remarks that Germany "is watching events with calm reserve," altho manifesting "astonishment at the feverishness of the French press." "With regard to the probable outcome of the whole business, opinion in well-informed quarters in Berlin is on the whole optimistic."

Of the landing of Spanish troops in territory put by the Algeciras Treaty under sole charge of the French, the *Pall Mall Gazette* (London) observes:

"The manner in which the thing has been done, rather than the thing itself, was well calculated to irritate the French

GERMANY'S TURN.

When France and Spain get sick of the Morocco muddle, William will have a try at it. —*Kikeriki* (Vienna).

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Government if it were disposed to be touchy. Happily, it appears to be quite otherwise, and, if France and Spain could be left to themselves, the situation would be free from any real element of alarm. The danger lies in the fact that they are not merely playing with passive pieces on a board. We do not fear any direct interference from interested onlookers. This country would be glad to offer mediatory services or friendly counsel if desired, but has no thought of anything else, and it is believed that no Power wants Moroccan trouble just now. But the Powers are not the only factors in the case; there are the various little anarchs of Morocco itself. If Spain's unfortunate action excited a few of them to embroil matters further, Spain might soon find that she had precipitated the melting-pot operations in Morocco which she had hastily supposed France to be anticipating."—*Translations made for* THE LITERARY DIGEST.

AMERICAN PESSIMISM

AMERICANS are a repining and pessimistic race; they are disciples of Nietzsche, says Mr. A. Maurice Low in *The National Review* (London). It is sometimes hard for us to see ourselves as others see us, but this writer proves our pessimism by referring to the muck-raking magazine articles and reform politicians who rend the air with complaints about the terrible pickle the country is in, and the one and only reform that is to save us all. It appears from a glance at these lamentations that the bitter disgust with life which the Germans call *Weltschmerz*, is universal in a land that should be happy and contented. "The Ferrero of the twenty-first century, when he comes to exhume the long-forgotten past of the American people," will be puzzled at the melancholy "that possest the Americans in their youth." To quote further:

"At a time when the nation ought to have been filled with the priceless gift of optimism, when it ought to have seen everything through the tinted eyes of hope and confidence, in the future the historian will discover that men were weighed down with pessimism and filled with despair. The historian of the next century who reads the books and magazines and daily papers of this epoch will be imprest by this phenomenon. Everywhere men are demanding reform, with almost fanatical zeal they are preaching the necessity of reform, crying out that unless there is reform chaos will come, and yet they go on week after week and month after month preaching the gospel of reform, and apparently a deaf ear is turned to them, for the lamentation is as great as ever."

The fact of it is, he says, that we Americans should not be so self-centered, so restlessly self-conscious. We should really leave well enough alone, but the very spirit of enterprise and ingenuity fills us with "noble discontent" with the present and a sleepless passion for improvement. Mr. Low declares:

"It is the spirit that has the whole people in its grip. The passion for reform has seized them, and not to take part in the work of reform burdens their conscience. Not to hear the still small voice of reform is to be guilty of mortal civic sin. Not to take part in some movement for reform, not to join a club or organization or society whose mission is reform, is to earn the contempt of one's fellow citizens; to admit by inference that one belongs to the unreformed and unregenerate and is shameless.

"From the tariff to the teapot nothing escapes the vigilant eye of the reformer, who calls to high heaven to witness the iniquities of the tariff or the devastation wrought by the teapot. The tariff has made the American people rich and powerful, therefore it must be reformed; in the teapot lurks poverty and disease, therefore it must be regulated by the reformer. In the wide field of reform there is work for every man, therefore every man is happy in his misery pursuing reform with a zeal that the world has never before known."

There is no need for this nervous anxiety for ameliorating the condition of things public and private, for this great country, we are told, is very well off indeed:

"The Americans were never so well off as they are to-day, their future never appeared so bright, and yet they are discontented, frightened of themselves, fearful of what fate has in store for them. It is not true that the rich are growing richer and the poor becoming poorer; it is not true that there is no hope for the poor. Wealth grows by its own accretion, but the poor of yesterday are the rich of to-day. We see it on every hand."

CHINA WINNING THE OPIUM FIGHT

SINCE THE VICEROY of Yunnan interdicted the cultivation of the poppy in that rich and flourishing province of 12,000,000 population, the new law has been strictly enforced, and pulse and cereals have taken the place of the deadly drug which, according to the recently published report of Sir Alexander Hosie, is now really becoming eradicated from the land. Sir Alexander, we are told, is intimately acquainted with the opium-producing provinces and spent the period between May and September, 1910, and January and April, 1911, in going over the districts where the poppy was in days gone by extensively cultivated. "The poppy," he tells us, "has ceased to be grown" in certain districts which formerly lived on the opium trade. In others, we learn, there has been a diminution of from 60 to 80 per cent. in the amount raised. In more backward districts the Commissioner found a reduction of at least 25 per cent., and he speaks most hopefully of the outlook. According to the London *Daily News*, which summarizes this Government Commissioner's report, we are witnessing "a miracle in China," and we read:

"It was already known that China had reduced her home production 60 to 70 per cent. during the three years since the issue of the anti-opium edict. Sir A. Hosie's report confirms the belief that the poppy will have entirely disappeared from Chinese soil within two years. In that event the export from India will by virtue of the new treaty cease automatically within the same period. To appreciate the extent of the miracle one must resort to analogy. It is as if the tobacco habit had come to an end in Europe a few years after a decision to that effect by the Hague Conference. The population of the Chinese Empire is nearly that of Europe; the central Government has but little power of enforcing its will. Moreover, the opium crop was worth £23,000,000 annually. Only a vast moral revolution affecting over 300,000,000 of people could have effected this wonderful result."

The most important of the five opium-producing provinces was Szechuen, and next to it was Yunnan, and *The Daily News* continues:

"The former was for many years the greatest opium-producing province in China, the production exceeding 200,000 piculs [a picul equaling 134 pounds weight] per annum, and Yunnan always ranked next to Szechuen in point of quantity, and first throughout the Empire in point of the quality of its opium. The conclusions arrived at by Sir A. Hosie with regard to these two provinces can be formulated in his own words.

"*Szechuen.*—As the result of my personal investigation, extending over 34 days' travel overland, and of the testimony of others, I am satisfied that poppy cultivation has . . . been suppressed in Szechuen.

"*Yunnan.*—Taking the province of Yunnan as a whole . . . it may, I think, be fairly assumed that the estimated production of 60,000 piculs, . . . prior to the introduction of the measures of suppression, has been very materially reduced, and I venture to hazard the opinion that the output of 1910–11 will not exceed 15,000 piculs; in other words, that there has been a reduction of about 75 per cent."

This condition of things is amply confirmed by the testimony of a French traveler, who writes in the *Semaine Médicale* (Paris) to the effect that every measure is being taken to make the public familiar with the shocking results of opium-smoking by discrediting the practise in the press and placarding the street walls with ghastly pictures of skeletonized victims of the abuse.

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THE WOMAN THE FRENCH ACADEMY TURNED DOWN

FROM THE VIEWPOINT of science, the most eminent woman who ever lived is not Cleopatra or Zenobia or Queen Elizabeth, or even Florence Nightingale, but a gentle and unassuming lady of Polish birth who lives quietly in Paris, attending closely to her business, which is that of a professor in the Sorbonne. Madame Curie's chemical discoveries, including that of radium, are among the most epoch-making ever announced, and certainly no living French scientific man has equaled them. And yet the Paris Academy of Sciences refused to elect her to membership, because she is a woman. It is a curious fact that altho this action was taken several months ago, it has been chronicled in scientific journals only in the briefest manner and no general protest against it has appeared. An article by Laura Crozier, in *Popular Electricity* (Chicago), is the first of sufficient length to warrant abstraction. Says this writer:

BARRED FROM THE ACADEMY BECAUSE SHE IS A WOMAN.

The discoverer of radium and professor in the Sorbonne, Mme. Curie was defeated for membership in the Paris Academy of Sciences by the votes of men who are vastly her inferiors in scientific attainment.

"Madame Curie is no stranger to injustice, for she grew up in Russian Poland, and every corridor of the University of Warsaw where her father was an ill-paid professor of chemistry, bore a sign-post pointing to Siberia. Her mother was dead, and at an age when other little girls were playing with dolls Marie Sklodowska was learning the uses of test tubes and retorts in her father's laboratory in order to save the salary of an assistant.

"As she grew older she studied in other departments of the University, and began to feel the burning patriotism that inspired all the students even in the shadow of the sign-posts, those grim reminders of the fate that had overtaken many of their kind.

"So Marie resolved to devote her life to the service of the country, and in order that she might be more worthy of that service she was eager to travel. At last a position as governess in a Russian family traveling through southern Europe offered itself, and she accepted gladly. Every penny of her meager salary was saved, for she was determined to go on with her studies in chemistry, and her father could teach her nothing more.

"Two years later found her in the Latin Quarter in Paris, in a garret so cold that the milk left before her door froze in its bottle, but enrolled as pupil at the Municipal School. She could not afford the fees of the University, tho she allowed herself so little food that her entire expenditures were less than ten cents a day. For whether she had food or not, there must be money for books if she was to go on with her studies. Such burning earnestness could not go unnoticed, and the young professor, observing the originality of her experiments and her profound knowledge of chemistry, made her his assistant.

"For a time they worked together, and in the course of their explorations into the unmapped fields they became fast friends. Finally Professor Curie asked his brilliant assistant to be his wife.

"Her answer was characteristic, for she fled back to Warsaw, the zeal of the scientist lost in the personal shyness of the woman. And at the thought of permanently leaving her country, all her love for it had flamed up anew. She lacked the beauty and magnetism of many Polish girls, for days spent over unwholesome gases had given her a pale complexion and lusterless hair. But under the plain gown was a heart filled with all the burning patriotism of a Modjeska.

"So she wrote M. Curie that she had long ago decided to devote her life to science and the good of her country, and did not feel that she could change that decision. But his answer was such an attractive picture of the work that they might accomplish together, and so vibrant with his own loneliness that she relented, and two weeks later they were married.

"Many a gifted young couple have started out to spend their lives in united work, but they have lacked the courage to give up everything else as the Curies did. At first they took a tiny cottage at Sceaux, nine miles from Paris, but they lost so much time going back and forth to the city that they moved to the Rue de la Glacière, near the School of Physics and its laboratories. This was a great advantage, for by this time Madame Curie's ability was so far recognized that she was permitted to use these laboratories, a privilege never before granted to a woman. . . .

"In the face of discouragement and poverty they worked on until 1898, when one day Madame Curie showed her husband a substance she had succeeded in segregating from pitch-blende, an oxid of uranium which comes from a single mine in Bohemia. It is very expensive, and the amount she had used had emptied her slender purse, but the substance she had found was so wonderful that Professor Curie gave up all his other experiments to help her. Between them they managed to extract a single gram, which glowed in the dark, and gave off heat without growing cooler or smaller.

"In April they made public the discovery of radium, and the scientific world seethed with excitement. Honors poured in upon the Curies from every country but their own.

"In May, 1903, the Royal Institute of Great Britain invited them to lecture, and there they received their first public applause under the kindly auspices of the venerable Lord Kelvin, who was as appreciative as he was learned. The Royal Society gave them the Davy gold medal, and Sweden followed with the Nobel prize. At last France came forward with the Legion of Honor for M. Curie, which he refused 'because it had no connection with his work.'"

Altho the statement is nowhere made definitely, it is not hard to imagine that M. Curie was unwilling to receive a decoration which took no account of his wife's part in their achievements. This seems the more probable in view of the fact that Madame Curie, with his approval, accepted the $12,000 Osiris prize, which lifted the little family to financial security. We read further:

"Shortly afterward came the invitation to lecture at the Sorbonne, the great Paris university which draws students from all over the world for post-graduate work. . . . . .

"The Curies had refused to lecture before royalty, pleading lack of time, but when the Shah of Persia visited Paris they

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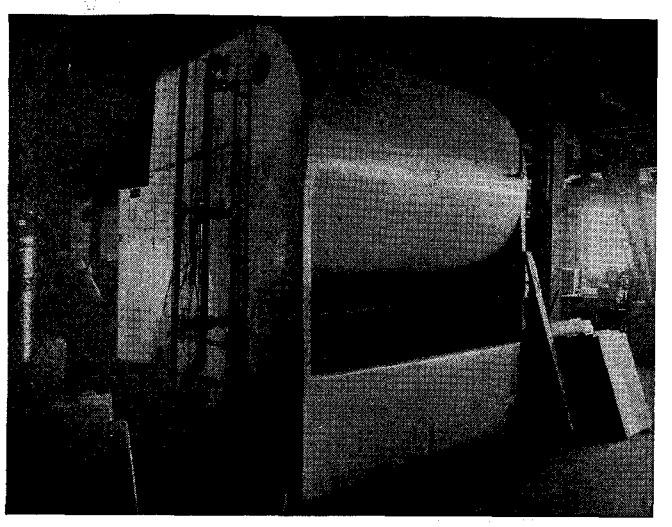


AIR-WASHER AND HUMIDIFIER.

At the Meyercord Company this contrivance purifies the air with a water screen, and gives it the proper percentage of moisture.

consented to exhibit their radium to him as a special favor to the Government.

"The bit of radium was in a glass jar, and when the room was darkened and it glowed forth, the Shah became frightened, and in his excitement upset the table. The Curies were very much afraid their precious radium had been lost, for this single gram was worth more than $30,000 and had been obtained with infinite labor. Conscience-stricken over the trouble he had made, the Shah pulled off all his diamond rings and offered them in payment.

"But the radium was finally rescued unharmed, and the lecture went on. The Shah was so delighted with it that he insisted upon pinning his orders upon Mme. Curie's gown. She was greatly embarrassed, for no one could have less use for jewels than this quiet little woman who was trying to preserve the privacy of her home so that she might have strength to go on with her work. But even her laboratory was invaded by reporters.

"A second little daughter, Eve, was born in 1906, but the joy over her advent was short-lived, for only a few weeks later Professor Curie was knocked down by a hack while crossing the street, and before he had a chance to rise a wagon going in the opposite direction ran over and killed him. . . .

"Professor Curie was not fifty, and through his death the world lost discoveries that might have benefited mankind in unimagined ways. France lost her most brilliant scientist, and the one who of late years has brought her greatest honor. Madame Curie's loss was greatest of all . . . but she had the courage to . . . go back to her laboratory. There she was rewarded by the discovery of polonium, named after her beloved Poland, and even more wonderful in its properties than radium. So difficult is it to obtain that five tons of pitchblende was used in segregating the small amount that Madame Curie now has. Resolutely overcoming her shyness, she accepted the invitation of the Sorbonne to fill her husband's vacant chair, and became its first woman lecturer. Believing that very few would care to listen to a woman in those sacred halls, she selected a remote class-room which had seats for only about thirty.

"What was her amazement to find the whole gay world of Paris flocking to her lectures! Butterfly women of fashion and even royalty came, for Madame Loubet was accompanied by the King and Queen of Portugal.

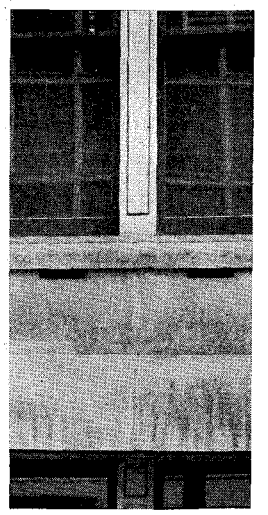
"But Madame Curie is more than a dreamer. Her daring theories she keeps between the neat pages of her note-books, and in her wonderful brain, waiting for the time that she can prove them. She has been much hampered in her recent experiments by the scarcity of radium, for its use in medicine has sent the price up into the thousands for a fraction of an ounce, and threatened to exhaust the available supply.

"But if her mind is in her laboratory, her heart is still in the vine-covered cottage, where a cousin who came from Poland to take charge of the little girls and M. Curie's father, now past 80, keep her company.

"Here at night she folds the hands that have dared to search out the components of the sun, and bends the mind that has opened new avenues to medicine, to telling the hero-tales of far-away Poland to the little girls. In the warmth of their arms she finds strength and courage to go on for another day."

FRESH AIR TO SPEED WORK

EVERY ONE FEELS more like work, and does better work, on a brisk October morning than in the "dog-days." Weather conditions thus exert a powerful influence on the quantity and kind of work that one is able to turn out. Yet some factory managers see to it that dog-days last the year round in their plants—and then they complain of the small output. Prof. C. E. A. Winslow, of the Department of Biology in the College of the City of New York, writing in *Factory* (Chicago, July), assures us that the best "speed-boss" on record is named Fresh Air. The workman in the factory, he says, is its most sensitive machine, and the only one that is extraordinarily responsive to slight changes in surrounding conditions. These conditions we habitually neglect. Says Professor Winslow:



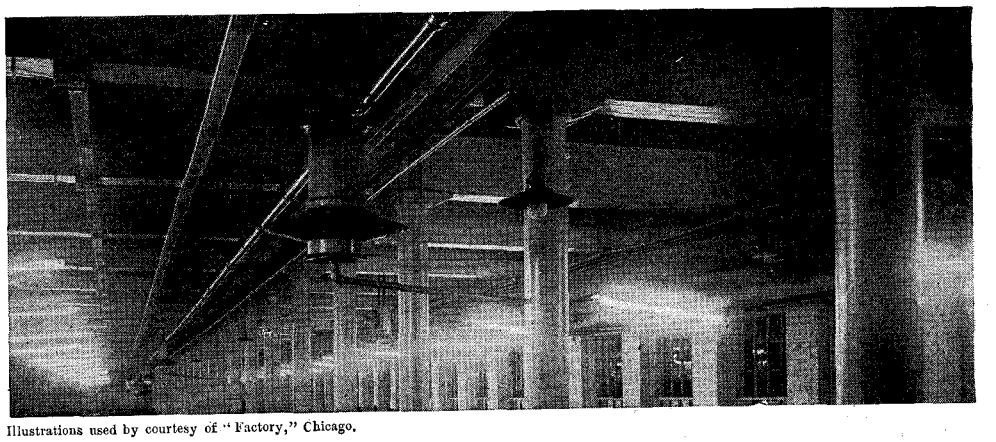
VENTILATION OPENINGS.

These may be made beneath windows without detracting at all from their architectural beauty.

"The intimate relation between the conditions which surround the living machine and its efficiency are matters of common experience with us all. Contrast your feelings and your effectiveness on a close, hot, muggy day in August and on a cool, brisk, bright October morning. Many a factory operative is kept at the August level by an August atmosphere all through the winter months. He works listlessly, he half accomplishes his task, he breaks and wastes the property and the material entrusted to his care.

"If he works by the day, the loss to the employer is direct; if he works by the piece, the burden of interest on extra machinery has just as truly to be borne. At the close of the day the operative passes from an overcrowded, overheated workroom into the chill night air. His vitality lowered by the atmosphere in which he has lived, he falls a prey to minor illness, cold and grippe, and the disturbing effect of absences is added to inefficiency. Back of it all lurks tuberculosis, the great social and industrial disease which lays its heavy death tax upon the whole community after the industry has borne its more direct penalty of subnormal vitality and actual illness.

"The remedy for all this is not simply ventilation in the ordi-



Illustrations used by courtesy of "Factory," Chicago.

HUMIDIFIERS.

Hung at intervals, these keep in the air the moisture that managers are coming to realize men require.

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nary sense in which we have come to understand the term. Ventilation should mean more than replacing foul air by fresh. It should mean the conditioning of the air of any enclosed space to the best requirements of the occupants of that space. Conditioning of the air so that the human machine may work under the most favorable conditions—this is one of the chief elements of industrial efficiency as it is of individual health and happiness. The chief factors in air conditioning for the living machine, the factors which in most cases far outweigh all others put together, are the temperature and humidity of the air. In many a plant money has been spent for an elaborate system of ventilation and if the air has been too hot or too dry or too moist, the effect on comfort and efficiency has been worse than *nil*. . . . . .

"The main point in air conditioning is the maintenance of a low temperature and of a humidity not too excessive. For maximum efficiency the temperature should never pass over 70° F. and the humidity should not be above seventy per cent. of saturation. At the same time a too low humidity should also be avoided. We have little exact information upon this point, but it is a matter of common knowledge with many persons that very dry air, especially at seventy degrees or over, is excessively stimulating and produces nervousness and discomfort. It would probably be desirable to keep the relative humidity between sixty and seventy per cent.

"Another point which may be emphasized in the light of current opinion is the importance of 'perflation,' or the flushing out of a room at intervals with vigorous drafts of fresh, cool air. Where there are no air currents the hot, moist, vitiated air from the body clings round us like an 'aerial blanket' and each of us is surrounded by a zone of concentrated discomfort. The delightful sensation of walking or riding against a wind is largely perhaps due to the dispersion of this foul envelop and it is important that a fresh blast of air should sometimes blow over the body in order to produce a similar effect. . . . . .

"There is one other problem of atmospheric pollution to which special reference should be made. The presence of noxious fumes and still more the presence of fine inorganic or organic dust in the air constitutes a grave menace to health in many processes and is an important contributory cause of tuberculosis.

"The body of the normal workman has its 'fighting edge' and can protect itself against the tubercle bacillus if given a fair chance, but the lung tissue which is lacerated by sharp particles of granite or steel quickly succumbs to the bacterial invader. In dusty trades . . . the elimination of the dust by special hoods and fans is imperative and must be supplemented in extreme cases by the compulsory use of respirators."

Here is a table, compiled by the author from the reports of the New York Department of Labor—the only State department dealing with factory inspection which collects and publishes exact data in regard to the quality of the atmosphere in the workshops. It shows that of 215 workrooms inspected, 156, or 73 per cent., had a temperature of over 72 degrees, and 63, or 29 per cent., exceeded 79 degrees. Relative humidity exceeded 70 per cent. in 39 or 18 per cent. of the workrooms. All cases have been excluded where the outdoor temperature was over 70 degrees.

NUMBER OF WORKROOMS WITH TEMPERATURE.

INDUSTRY.	72 Degrees or Less.	73 to 79 Degrees.	80 Degrees or Over.	Relative Humidity Over 70%.
Printing	2	25	29	3
Clothing trades	9	23	7	6
Bakeries	1	20	15	7
Pearl-button mfg.	33	9	0	14
Cigar-making	8	4	5	7
Laundries	0	7	7	1
Miscellaneous	6	5	0	1
Total	59	93	63	39

PROF. C. E. A. WINSLOW,
Who reminds factory owners that the best "speed-boss" is fresh air.

There is plenty of evidence, the writer thinks, tho of a scattered and ill-digested sort, that the elimination of such conditions as these brings a direct return in increased efficiency of production. In the United States Pension Bureau, for instance, the removal of the offices from scattered and poorly ventilated buildings to new and well-ventilated quarters reduced the number of days of absence due to illness from 18,736, in the neighborhood of which figure it had been for several successive years, to 10,114. In the buildings of the Germania Insurance Company in New York, similar changes reduced the current sick-list from ten per cent. of the force to almost zero. In another case a printer who reluctantly installed a system of ventilation by command of the health authorities said afterward that had he known of the results to be obtained, no order would have been necessary. Formerly the men had left work exhausted on busy days and sickness was common, but now the men leave in an entirely different condition, and sickness is much reduced. Errors in typesetting are fewer and time required for making corrections is less. Further:

"The National Electric Lamp Association is approaching the question of sanitary conditions in this manner, comparing in detail the temperature and humidity of its workrooms with the hours of work, the pay, and the efficiency of its employees. Only by such systematic study can it be determined how much factory sanitation is really worth in any given case."

BATHING AND HEALTH

IN AN ARTICLE reviewed in these pages a few weeks ago the writer quoted opinions exprest by Sir Almroth Wright, a British authority on hygiene, in which he placed himself on record as no believer in the virtues of washing, fresh air, and physical exercise. A great deal of washing, according to Sir Almroth, increases the microbes of the skin, and he does "not think cleanliness is to be recommended as a hygienic method." Commenting on this somewhat startling conclusion, *The Medical Record* (New York, June 17) says editorially:

"Washing, of course, is by no means a *sine qua non* in the preservation of health. There are very many extremely healthy persons in this country and in all countries who wash but seldom and live to an old age. The agricultural laborer of England seldom or never washes his whole body, and his ablutions generally may be described as perfunctory, yet he is physically a splendidly healthy animal. Bathing is a decent, pleasant, and esthetic custom, but not absolutely necessary to the preservation of good health. With the other assertions of Wright that fresh air and physical exercise are not essential to health, issue may be taken. Perhaps he meant to deprecate the intense enthusiasm of the middle-class Britisher for fresh air and exercise, in the same spirit as Rudyard Kipling severely criticized the love of sport and games carried to an absurd extent by the modern well-to-do inhabitant of the British Isles.

"It must also be borne in mind that Wright, like Bernard Shaw, is an Irishman and may have said such things, as Shaw often makes remarks, with his tongue in his cheek, in order to take a rise out of the dense Saxon. Also ordinary statements do not attract the attention of or arouse the Briton, so that extravagant assertions must be made to take him out of his somewhat apathetic attitude. It is to be hoped that owing to Wright's views on bathing the Englishman will not lapse so far as washing is concerned, for, after having established a world-wide reputation as the persistent wooer of the matutinal cold tub, it would be almost a national disaster if he were to be dissuaded from the time-honored ordeal by the ill-considered words of a possibly irresponsible altho deeply scientific Celt."

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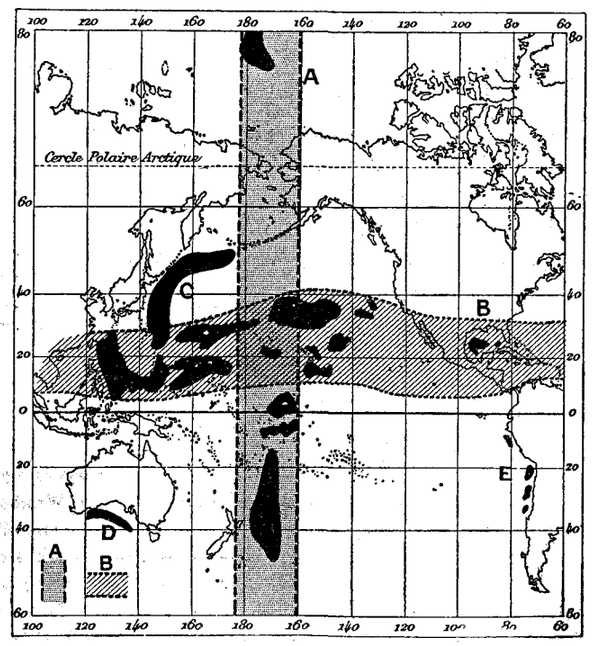
WAS THERE A PACIFIC CONTINENT?

THE GEOLOGICAL history of the Pacific Ocean has always been more or less hid in mystery. Its depths have been a favorite repository for imaginary material. From them emerged the moon, according to the theory that supposes it to have parted from the earth under stress of tidal action. In or over them once existed, according to others, a prehistoric continent (of which its island groups are the modern survivals), peopled with animals and covered with vegetation whose descendants still exist on those groups. This continental hypothesis, we are told by Robert Douvillé, in an article contributed to *La Nature* (Paris, May 20), has received a blow in the measurements and discoveries made by recent ocean explorers. He says:

"From the point of view of terrestrial history, the Pacific is one of the most unknown regions of the globe. Altho, thanks to



GREAT ABYSSES IN THE PACIFIC.
The black spots are deeper than 10,000 feet.

the exchanges of fauna between the old and new continents, we can follow, almost step by step, across geological epochs, the history of the Atlantic; and know that, at least in its present form, it is very recent, we know almost nothing at all of the history of the Pacific.

"Some geologists consider this ocean as the oldest and stablest element of the whole terrestrial surface. They base their conviction on the series of marine sediments, remarkably complete, which may be observed everywhere on its coasts, which must thus have been washed by the sea during all geologic epochs. Others, on the contrary, think that the larger part of the Pacific Ocean was, up to a relatively recent time (the Tertiary) occupied by an immense continent. This continent, the Pacific Continent, must have been surrounded by an uninterrupted belt of deep depressions or 'geosynclinals,' where the sea circulated at all epochs and deposited the continuous sedimentary series spoken of above. . . . There is no *a priori* reason to favor one of these hypotheses rather than the other. But it is a gratuitous complication to invoke the hypothesis of a cataclysm so formidable as to have sunk such a continent beneath the waves; it would be more logical to suppose that the Pacific as it stands is a complex aggregation of sunken continents and ancient seas."

The hypothesis of a Pacific Continent, the writer goes on to say, is due to the biologists, some of whom locate there the origin of the higher mammals, and others also that of the dicotyledonous plants. If, says our critic, we have to create a new continent whenever we are at a loss to place the point of origin of a group of plants or animals, we shall soon be obliged to go beyond the limits of our globe. But some of the characteristics of modern fauna seem also to suggest a former Pacific Continent. Darwin remarked that certain genera of the Galapagos Islands seemed to be represented by a special species on each island. If the group, he says, had received its fauna from a neighboring continent, this variety would not have existed. The animals must belong to a "resident" fauna—perhaps that of an earlier local continent. The author does not admit the validity of this argument any more than the other. The different species, he thinks, may simply represent one genus affected differently by the particular environment of each island. Is it not possible that recent oceanographic explorations may throw light on this question? We read:

"It has long been known that there is a vast series of depressions in the Pacific. . . . Measurements made by recent explorers, cable-layers, etc., show curious facts. Certain depressions, like the curved pit east of Japan, . . . appear to be related in some way to the continents that they border—perhaps the remains of the old geosynclinals mentioned above. But these in the middle of the Pacific seem independent of the continents. . . . It would seem probable that the vast line of deep pits, almost in the plane of the meridian of Greenwich, is an ancient feature of our globe's structure. . . . The 'mediterranean' depressions, in an equatorial direction and unknown in the Atlantic, doubtless because of its recent age, are traceable almost around the earth. The Mediterranean Sea has existed as a narrow, deep sea at all epochs of geological history. It is one of the most constant features of the earth's structure. Now this feature has not been effaced from the morphology of the Pacific as it has from the Atlantic. Here is a presumption in favor of a considerable age for the former of these two oceans and for the non-existence of a Pacific Continent."—*Translation made for* THE LITERARY DIGEST.

SCIENCE NONSENSE IN THE PRESS

A NEW YORK ENGINEER, exasperated at the pseudo-scientific effusions in the daily press, and anxious to see how far the papers would go in printing nonsense, sent to the New York *Sun* a communication purporting to express apprehension about the Culebra Cut on the Panama Canal. The letter, which duly appeared in the issue for May 24, contained the following paragraphs, from which the tenor of the whole may be judged:

"The fact is that slides, too numerous to mention, have taken place at Culebra and have already shown themselves in fissures in the paleozoic rocks which form the core walls of the Gatun dam; it is even claimed that as this formation is of aqueous and not trachytic origin there can be no hope that the natural caloric effects on the ground will close the fissures, as has sometimes occurred in metamorphic strata in the earth's crust. Ancon Hill is itself affected, no less an authority than Dr. Alarosa having asserted that he has discovered of late numerous cracks, exudations, and even traces of lobnitz at the hospital.

"The writer has personally estimated that with a rainfall of 116 1-5 feet a year, the average of 99 years on the Isthmus, there is likely to be an erosion through slides and fissures sufficient in four and a half years' time to level Ancon Hill and the Gatun dam to the height of the third flight of locks at Miraflores. These figures take no account of the Chagres floods, which have been known greatly to affect the difference in tide level between the Atlantic and Pacific oceans.

"A Chagres flood, uniting with the heavier saline mixture from the Pacific and accelerated by a sudden slide from the Bohio, might create a tidal wave against which the rocks of the Gatun dam would shake like pebbles on the shore of Fire Island."

This is obviously a very good substitute for Alice in Wonderland, and the technical papers are poking fun at *The Sun* for "biting" so readily. *Engineering News* (New York, June 15) makes the following comment:

"The natural question is, did *The Sun* take the letter seriously or did it print the letter as what Artemus Ward called 'a goak'

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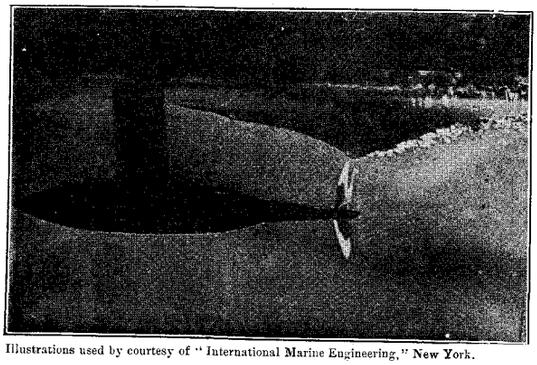

Illustrations used by courtesy of "International Marine Engineering," New York.

FIG. 1.

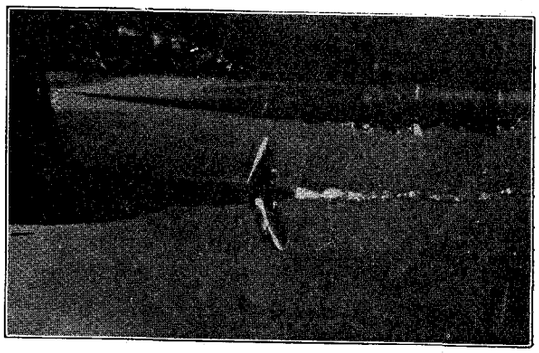

FIG. 2.

on its readers? Did its readers perceive that the letter was intended as a hoax? If not—and we are informed that several engineers even read the letter without a smile—Mr. W. L. S. has furnished an excellent proof of the utter worthlessness of newspaper news concerning technical matters, and of the extreme gullibility of the average newspaper reader.

"This is not merely a matter for amusement. It is a matter which seriously affects the public welfare. Take the questions which are before the public to-day—highway improvement, city transit, railway regulation, industrial efficiency, city planning, sanitation, and so on through a long list. Most of these public questions have to do with engineering matters, or at least with technical matters, and the lay public has to rely on the newspapers for its information—and misinformation—and on newspaper editorials to guide its opinion with reference to these questions. Is it any wonder that the public fails to appreciate competent engineers and competent engineering at their real value when its information upon these matters is obtained from such ignorant and unreliable sources?"

HOW PROPELLERS WASTE ENERGY

IT HAS LONG been suspected that marine propellers, besides doing the work for which they are intended, also expend a good deal of energy in kicking up useless turmoil in the water. Exact observation and determination of what they do is evidently the first step toward its prevention—perhaps toward the saving of thousands of tons of coal on each ocean voyage. Hitherto there has been a lack of accurate knowledge concerning the exact action of a propeller on the water through which it is passing. Interesting experiments to ascertain this have recently been performed by Prof. Oswald Flamm, of the Technical High School of Charlottenburg, Germany. He has endeavored to study the effect on the water in front of the propeller, at the propeller, and in its wake. In order to do this he could not trust to human vision, but had recourse to photography, which can not only see, but makes a thorough record of what is seen. He also called into use that most convenient form of power, electricity. We read in *International Marine Engineering* (New York, June):

"His experimental tank was 393 feet long, 26 feet 2 inches wide, and 19 feet 8 inches deep. The tank was of plate-glass and he used filtered water. In order to obtain a view of the propellers, glass sides and bottoms were necessary and, of course, only clear water could be employed. Into this water he threw the rays of a searchlight of some 24,000 candle-power. Above the tank he erected a track and mounted on it a truck, and from this apparatus extended down into the water an arm or strut which carried the propeller and its motor. These propellers were in various forms, but not freaks. They were such as are used in torpedo-boats, tow-boats, express-boats, packets, and yachts, and altogether were thirteen in number. Some of the special wheels were designed by Professor Flamm. The revolutions of the propellers were from 2,000 to 3,000 per minute. In taking the photographs the exposures were approximately one-thousandth of a second each. In the trials the carriage was loaded with various weights, but Professor Flamm does not express himself as very well satisfied with the records he obtained as to the power required to move a given load at a given speed under the conditions.

"Examination of the photographs shows some interesting features. The illustration marked Fig. 1 clearly brings out the drawing-down or suction of the water just above the screw.

"In the illustration, Fig. 2, with a weight of 8.8 pounds and 2,500 revolutions of speed of 9.6 feet per second, the suction loses the peak effect and shows a more elongated depression, keeping practically parallel with the surface of the water after leaving the point immediately above the blade of the propeller. . . . . .

"Illustration Fig. 3 has no data given as to the revolutions, etc., but the spiraling effect in the water is splendidly shown, and here again the sucking-down above the screw is brought out. With a four-bladed propeller, the effect, as shown in Fig. 4, is interesting. Here 2.20 pounds was the weight on the carriage. The screw turned 1,250 revolutions and a speed of 4.72 feet was obtained, and the curious 'ropy' effect of the water is interesting to note."

In conclusion, the writer calls attention to the fact that the construction and operation of a propeller have always been largely matters of guesswork. Experiments like those just described will aid in making it possible to control them with mathematical precision and will render great aid to steam navigation. Evidently useless expenditure of energy can be discovered and eliminated, and proper modeling of the blades, controlled by continued tests like those of Professor Flamm, should make it possible to bring this about.

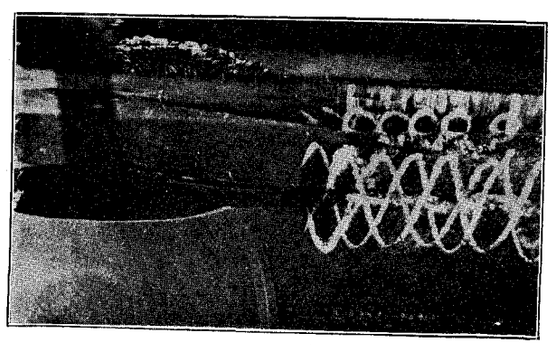

FIG. 3.

FIG. 4.

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LETTERS AND ART

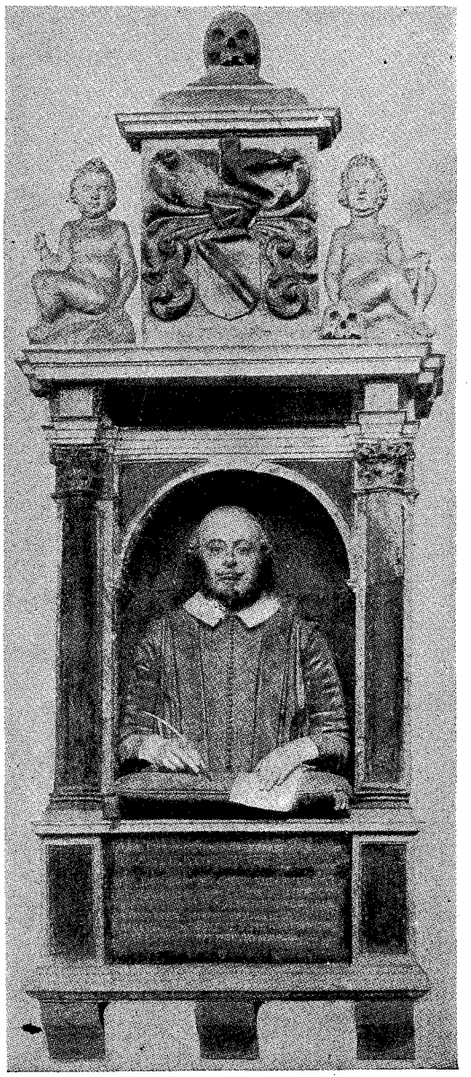
A LOCK OF SHAKESPEARE'S HAIR?

HAS THE REAL "counterfeit presentment" of Shakespeare appeared at last? Doctors are differing over the discovery of a "squeeze" of a death mask which was found in a curio-shop of the Shakespeare country. Mindful, probably, of the pitfalls that await all antiquarians, even so learned a one as Dr. Bode, it is not yet claimed for a certainty that the new portrait-mask is a "print," so to speak, from the real death-mask. If it could be so proven, what a thrill might await the wonder-loving in the contemplation of a tuft of hair that was found adhering to the mask. A lock of Shakespeare's hair! Mr. P. G. Konody describes the new discovery in *The Illustrated London News*, attaching much significance to the fact that the curio-dealer was willing to part with the precious object for three shillings—"the only way in which the mask could have been produced at so low a price would be by wholesale manufacture; and so far as I have been able to ascertain, no duplicate of it is known to exist." The writer shows how he was won to his present conviction:

"When this terra-cotta portrait was first shown to me, with the suggestion that it might be a squeeze of Shakespeare's actual death-mask, I felt inclined to dismiss this notion as fantastic. It seemed clear to me that I was handling a cast of the head from the Shakespeare monument at Stratford—probably a terra-cotta version of the Bullock cast. The superficial likeness to the features of the Stratford monument was obvious; and there was little evidence of the squeeze being taken from the death-mask. I only began to waver in this conviction when, on comparing the mask with a copy of the Bullock cast, I found it to be of altogether different proportions, and about three-quarters of an inch smaller from the top of the head to the chin.

"Comparison with his measurements of the Stratford monument, which Mr. M. H. Spielmann kindly placed at my disposal, again showed differences which could not be accounted for by mere shrinkage in the baking or sun-drying of the clay. It also became clear that the mysterious terra-cotta mask had certain subtleties of modeling, of which there was no trace in the Bullock cast; notably the projection of the iris, which can be clearly seen on the photographic reproduction, and the strange, death-like droop of the right corner of the mouth. On the other hand, the modeling of the nose and cheeks was strikingly clumsy, and quite incompatible with the idea that the terra-cotta squeeze could have been taken from the mold made from the face of the dead poet.

"How, then, was one to account for the existence of this puzzling mask? The Shakespeare monument is first referred to in the first folio edition of 1623, seven years after Shakespeare's death. It was then supposed to have been modeled from a death-mask. The head of the monument certainly does not suggest a death-mask. But is it not possible that the sculptor of the monument, wishful to render the features of Shakespeare as they were in life, and not in death, modeled up the squeeze from the death-mask, filling in the sunken cheeks, smoothing away the wrinkles and roughnesses and pores which generally appear on a death-mask, and remodeling the nose, the tip of which invariably takes a different shape after death? And is it quite impossible that the terra-cotta mask here reproduced might be the modeled-up squeeze of the death-mask, which served as model for the Stratford bust?"



SHAKESPEARE AT STRATFORD CHURCH.

This monument is thought to have been erected within seven years of his death, and hence is regarded as the standard for all other Shakespeare portraits.

Then followed a journey to Stratford, where the mask was measured by the effigy in the church—and the writer "found not only that the measurements differed in nearly all essentials, but that these differences could not be accounted for by shrinkage." Moreover:

"On holding the mask up to the level of the head of the monument, I became immediately convinced that the mask was infinitely superior to, infinitely more like an actual person, than the coarsely modeled, shapeless head of the Stratford monument. Running my fingers over the eyeballs of the bust, I failed to discover the slightest trace of the projecting circle of the iris, which is so remarkable a feature of the terra-cotta mask.

"Through the courtesy of Mr. Brassington, the Curator of the Shakespeare Memorial, and of the Curator of the Shakespeare Museum at Stratford, I was subsequently enabled to examine at these two institutions every single cast and photograph that has a bearing on the question. There was nothing whatever that could throw a light upon the provenance of the terra-cotta mask, nor had anybody at Stratford ever come across a similar piece. All this, of course, altho in a way satisfactory, did not prove that the terra-cotta was a worked-up squeeze of the death-mask. It only proved that it had no connection with the casts that have been made from the Shakespeare monument at Stratford, and of which Mr. M. H. Spielmann, who has devoted many years to the study of Shakespeare's real and alleged portraits, has kindly given me the following list—1793: Mold of face, under the direction of Edmund Malone. From this Nollekens made a mask and then a model.—1814: Cast from the bust (or really half-length statue) by G. Bullock. It was engraved, the plate published by Britton.—1818: Cast from bust by Britton, reduced size, and published by him. This is most probably identical with the cast taken by Scoular, 1818, who modeled a bust after it, published by Britton.—1851: Copy by T. Kite, in imitation stone. Cast by T. Kite, of face, in plaster against slate slab. Cast by Warner (said to be with clandestine connivance of T. Kite, the parish clerk) who also took a life-mask of Garrick. Therefore the copy and cast 'by Kite, 1851,' were probably taken by Warner, Kite not being a sculptor. Cast by Signor Michele. Cast by the Rev. C. Greene. Cast by J. de Ville from Bullock's cast."

Later followed the "strange discovery," which, taken in conjunction with the above facts, "forms a valuable addition to the credentials of this Shakespeare mask":

"The surface of the terra-cotta showed certain disturbing stains—perhaps the remains of color and varnish—which I suggested should be removed. The owner, unthinkingly, subjected the mask to immersion in hot water, forgetting the porous

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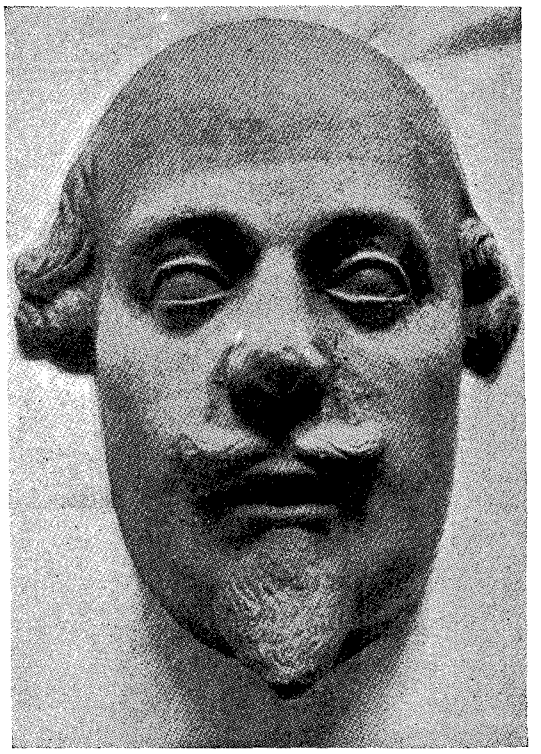
nature of terra-cotta. As a result of this injudicious proceeding a slight crack opened just at the place near the ear where the hair springs forth, and in this crack appeared *a small tuft of reddish hair*. This tuft was submitted to a public analyst, Mr. C. H. Cribb, B.Sc. Lond., F.I.C., who removed it from the crack in the presence of the owner and of a medical man, examined it, declared it to be *human* hair, and placed it in a test-tube, which was duly sealed and initialed. The position of the hair in the crack agrees with the theory that the tuft was pulled out of the head by the removal of the death-mask, so that the roots of the hair would stick out of the inner surface of the matrix and become embedded in the squeeze.

"And here the matter must remain for the present. To sum up the points in favor of the death-mask theory: the Stratford bust is traditionally modeled from a death-mask, and is remarkably like, tho vastly inferior to, the terra-cotta head, which can not be traced back to any of the existing versions—casts or copies—of the Stratford monument. The projecting iris shows an amount of scientific knowledge far beyond that displayed by the Stratford bust. Indeed, it is doubtful if any sculptor working in England at that time would have possest such knowledge. If the mask were a copy of the bust, it would be remarkable and altogether unaccountable that it is more human and more subtle in modeling than the original. It shows signs of being post-mortem, altho, if taken from the death-mask, it must have been modeled up to suggest the appearance of life. And it is as impossible to account in any other way for the existence of this mask as it is to explain the presence of human hair within the clay, and just at the place where the hair begins to grow. Perhaps the publication of these notes, with the accompanying photographs, will help to clear up a debatable matter which can not fail to be of great public interest. It may either lead to the discovery of further evidence or to the exposure of yet another Shakespearian 'mare's nest.' In either case, the cause of research will have benefited."



THE NEW DEATH-MASK—FRONT.

Found near Stratford and supposed to be "a modeled-up squeeze of a Shakespeare death-mask from which the head of the Stratford monument was modeled."

THAT PERSISTENT BACON SUSPICION—Nothing seems to have been fished from the river Wye to help us on the way to settling the Bacon-Shakespeare controversy. Dr. Orville Owen, the American enthusiast, is, however, so laboriously and perseveringly pursuing his quest that fruits of some sort ought surely to result. "One can not well excavate extensively in historic soil," comments *The Dial* (Chicago), "without chancing upon divers relics of greater or less antiquity." But this literary journal is not imprest by Dr. Owen's present expectation of dredging the long lost secret out of the mud. It remarks:

"That the bed of a stream which modern hydraulic engineers can not easily control even for a few hours should have been excavated by Bacon and made the hiding-place of important records, with no trace of the wonderful achievement either in contemporary writings or in his own diaries, letters, or notebooks, passes belief. Dr. Appleton Morgan, author of 'The Shakespearian Myth' (1881), is reported as expressing his entire disbelief in Dr. Owen's theory, and at the same time as calling attention to the antiquity and persistence of the doubt concerning Shakespeare's authorship. A century and a quarter ago Malone made researches that threw a shade of uncertainty over this authorship.

"The curious are referred to Sir James Prior's 'Life of Edmund Malone.' Even in this country, the question of who wrote the plays dates back earlier than Delia Bacon and her first Baconian article of 1856.

"In the original form in which Emerson's lecture on Shakespeare was delivered in 1835 occurs a notable passage, ending thus: 'I can not marry this man to his verse. Other admirable men have lived in some sort of keeping with their thought . . . but this man in wide contrast. . . . Shakespeare is a voice merely—who this singer was we know not.' This query it may have been that started Miss Delia Bacon on her mad quest, and it may be this query likewise that is ultimately responsible for the recent attempt to prove that the plays were written, not by Shakespeare himself, but by another man of the same name, perhaps his cousin. As large streams from little fountains flow, so strange books from chance suggestions grow."

SEEN FROM THE SIDE.

The mask presents a remarkable projection of the iris, a feature not found in the Stratford bust.

"PROFESSING" THE ART OF FICTION

AMONG ALL THE CHAIRS that have been set out for learned pundits to fill, none has probably hitherto been dedicated to the art of fiction. The truth of this in England is vouched for by those who are now curiously interested in the outcome of Mr. A. C. Benson's appointment to a chair of fiction instituted by the Royal Society of Literature. In this country such a post may perhaps be found in some of our ultra-progressive Western institutions. A course of lectures on the theme by Professor Phelps of Yale was given a dozen or so years ago and proved so popular that many of his colleagues doubted the soundness of the undertaking as a means of culture, and it was discontinued. Similar apprehensions appear to fill the minds of some who are now regarding Mr. Benson's venture. "We expect a professor to be a learned man," observes the London *Times*, "and we can not think of English fiction as a subject for the display of learning." Prose fiction, it is conceded, is "an art that has long been taken seriously in France, but is not yet taken seriously in England." True, men like Wells and Galsworthy, just as Dickens and Charles Reade in an earlier day, use the novel for a serious purpose, and the preaching habit in English fiction is one of its established traits, yet its place as a branch of learning is hardly acknowledged.

The English are great novel-readers, admits *The Times*, but "we have never

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rid ourselves of a slight Puritan contempt for the art of fiction." It goes on:

"As a natural consequence of this English contempt for fiction, the novel has never had any steady or regular development in England. Great energy and sometimes great genius have been thrown into it. But even such a born story-teller as Scott was a little contemptuous of his art, and sometimes exprest his contempt. He would mar even his masterpieces with conventional characters and incidents put in because he thought the public wanted them. He wrote well for the most part, without effort; and he held it a piece of good fortune that his best work pleased the public. But he never had a high artistic conscience or fixt artistic principles that he could not disobey, since neither to him nor to any part of his public was the novel a serious form of art. To both writer and readers it was merely a delightful amusement; and both had the English idea that no amusement is to be taken seriously by itself.

"Scott would have laughed at the notion that he could found a school of artists; and he did not found one. He had imitators, but they used his material rather than his methods, and soon made the public weary of the romantic novel. All our best novelists have owed little to their predecessors. They have usually started writing like eager amateurs, because they had some story to tell, or because they were intensely interested in some particular kind of life; and only success has turned them into professionals. Often, too, professionalism has spoiled them. The first inspiration has been quickly exhausted; they have continued to write because they have found themselves committed to the trade of writing; but since they have developed no artistic principles in the practise of their trade, they have turned into mere hacks, with only the mechanical skill that practise gives. The later novels of Marryat, Henry Kingsley, Charles Lever, and Surtees are often almost incredibly inferior to their early works. They soon lost their youthful gusto, and they had nothing to take its place."

English fiction has no "movements" based upon different theories of the art of fiction. So the new professor will not find much to do in the way of exposition and criticism. *The Times*, however, finds a duty for him, not so much in relation to the art that he will "profess," as to the public who must be led into a new attitude toward that art. Continuing:

"Writers and readers alike are apt to distrust theory in England. Their belief is that if a man has a story to tell he can tell it naturally, without any thought of his method. Of course, neither method nor theory will supply inspiration, especially if they are foreign; but in every kind of art the artist is encouraged and controlled by a high and definite standard of public taste, and it is the want of this that has bewildered English fiction. Our public likes to be amused, but it has little artistic conscience in its amusements; it is not on its guard against clap-trap and nonsense; it allows itself to be deceived by charlatans; and will applaud the imitator more than the original. And it falls into these errors because it does not take the art of fiction seriously; because, provided it is amused, it does not resent appeals to its own weaknesses.

"We are told that the object of the establishment of a chair of fiction is to bring the educated public into more direct contact with the Royal Society of Literature and its work. The educated public in matters of art, and particularly of the art of fiction, is a very small one. Mr. Benson will indeed justify the institution of his chair if he can increase its numbers; if he can make people understand that there is an art of fiction, and teach them to distinguish between those novels which make a serious appeal to the emotions and intellects of their readers and those which do not. What we need now is not so much an account of what has been done in English fiction, as an exposition of those main principles which every novel must obey if it is to be a work of art. The critic can not teach authors how to write, but he can teach readers how to judge; and when they have a sound standard of judgment they will encourage good work and discourage bad."

The New York *Evening Post*, glancing at this new enterprise of the Royal Society of Literature, wonders whether it is trying to find some reason (besides the financial one) for regarding fiction as a serious pursuit. It speculates how the new incumbent of the chair—

"May succeed in explaining to his listeners how it will profit them to read with a becoming sense of their literary values the great story-tellers that have delighted generations of Englishmen even while trying to instruct them. He will be able to demonstrate that, in spite of their entertaining qualities, Dickens and Scott and the rest of the royal line sinned grievously as artists; or that, in spite of their artistic iniquities, they were glorious entertainers: shifting the emphasis according to his temperament. He may be so brilliantly triumphant as to tempt, force, or cajole a fraction of those who diligently take notes of his lectures to read or to reread a few of the novels about which he discourses. But it would be hazardous to expect anything more. A professor of epic poetry could have done as little for Homer and his audiences as a professor of dramatic literature could have done for Shakespeare and his. Those who crave an intellectual sanction for their enjoyment of the exploits of the men and women who live in the pages of their favorite books will not soon outnumber the multitudes who laugh and weep because they feel rather than because they perceive."

OURSELVES AS A TEXT-BOOK

THE LITERARY DIGEST aims to preserve a becoming modesty, but can not pretend to be insensible to genuine admiration. That we should find ourselves actually in the teacher's rostrum in an American university is surprizing and gratifying news to us, such that we feel ought to be shared with our readers. The following is a letter received from a student in the department of journalism in the University of Washington, at Tacoma, who thinks rightly that it "may at least interest you to know that some of us are using your magazine as a model and studying it carefully week by week." He writes:

"For one semester THE LITERARY DIGEST has been the chief textbook of a college course in journalism. At the University of Washington Professor Merle Thorpe used it during the last five months as the basis of class work for 'Interpretation of the News,' a course offered for the first time by the department, and from week to week the students have been required to make up a dummy as tho they were members of the publication's editorial board. These are then compared with the real DIGEST when it reaches Seattle, and the differences studied.

"The department of journalism subscribes to all the leading newspapers of the country and to several of the English dailies. The advanced students are required to read these regularly and critically. Each week every one in the class brings in a table of contents for the next week's DIGEST, together with cartoons to be reproduced, editorial paragraphs and articles on contemporary drama, science, religion, and the other departments. In addition to this skeleton, the students are obliged to write, as for publication, reviews on assigned topics. One may be given the Mexican situation, the Standard Oil decision, or the Mormon invasion of England. With this material a dummy for the magazine is built up.

"Then once a month the students are asked to combine the information they have acquired during the past four weeks, eliminate what they think is inconsequential, and emphasize what was of most striking import, constructing of this material a dummy for a magazine of the *Review of Reviews* or *Current Literature* type.

"The aim of the course, as implied by its name, is to give the student power to interpret current events intelligently, to show him what is of lasting import and what of only present interest. He is led to understand the difference in news value between a mine disaster or railroad wreck and a reciprocity agreement with Canada. His faculty of judgment is stimulated, and he is given much practise in writing news exposition. Incidentally the student thus acquires a wide knowledge of the differences in policy and method between the various papers of the country.

"The course has been so successful the past semester that it is to be repeated next year with some changes. Among other innovations it is probable that toward the end of the year the class will actually publish, on the department's press, one edition of its LITERARY DIGEST for comparison with the original and for circulation among its friends as a souvenir.

"This course is one of ten or a dozen on various phases of journalism offered by the department. The department is a unit in the Liberal Arts college and the remainder of the students' work is done in the usual cultural fields, especial

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A SUMMER VISIT FROM RUSSIA TO OUR SHORES.

Scene from "Les Sylphides," with Alexander Volinine and the corps de ballet now being presented at the Winter Garden, New York.

emphasis being laid on political and social science, psychology, history, and English literature. The department now has 100 students taking their major work in its courses."

RUSSIA'S ARTISTIC SUPREMACY

THE FEAR and dread that a few years ago were aroused by the "Slav Peril" have given place to a charming surrender. Russia has conquered Western Europe and America more effectually by her art than she could have done by her arms. "No one now wastes much time in speculating," says the New York *Globe*, "whether Great Britain will be able to escape the inevitable Russian conquest of Western Europe." The war with Japan and the internal conflicts that afterward shook the Czar's Empire showed the mysterious realm on the extreme east of Europe to be vulnerable in arms; but her sufferings, points out this journal, "have some recompense in the triumphant vitality of her art." Thus:

"Take dancing. It is not the highest of the arts, but it is a genuine art and universal in its appeal. Outside of Russia it had fallen into a sad decline when dancers from the Russian Imperial Ballet, where the great tradition of classic dancing had been cherished, invaded Paris, London, New York, and other capitals, reviving the glories of the dance and making the world ring with the names of Pavlowa and Mordkin, Karsavina and Nijinsky. With the dancers have come more and more of Russian music.

"Russian instrumental music has for years been established the world over. Tschaikowsky is as popular in New York as Victor Herbert. But the great treasure-house of the Russian national opera is just opening for western ears. The Russian opera, with Russian singers, above all the unique Chaliapine, has been a sensation of Paris the last three seasons, and must soon penetrate to London and New York. And if the Russian painters have not distinguished themselves so signally along established lines, they have achieved something hardly paralleled elsewhere in devoting much of their time to scene-painting. The entire scheme of the scenery used by the Russian opera and the Russian ballet in Paris was, thanks to Russian painters of rank, something new and in an unprecedented degree artistic. Instead of the 'realistic' scenery that strives to build up a counterfeit reality on the stage, these painters have aimed at impressionistic pictures, with results that are said to be as superior to ordinary scenery as a room in a picture-gallery is to a room in an upholsterer's shop."

In literature Russia's preeminence is even more striking. England and France can not, even here, with all their immense background of achievement, show themselves her equal:

"The last of her original trio of world novelists, Turgenef, Dostoyefsky, and Tolstoy, is only a short time dead, and those giants have left in Gorky, Tchekov, Andreieff, and Artzybachev men who carry on the noble tradition of the Russian novel with the profound and searching insight, the assured and vital mastery of their elders. What can England offer to compare with these men, unless we are to accept Mr. de Morgan as a second Thackeray and Mr. Arnold Bennett as the peer of Meredith because his 'vogue,' like Meredith's, came late? Yet now that Meredith is dead, Mr. Hardy silent, and Mr. Henry James a persistent dweller in the dark room of his own brain, England can offer nothing better.

"In France a musical romance in innumerable volumes and the story of a seamstress, both meritorious, but neither supreme, are the current literary sensations. For a Balzac or a Flaubert you look in vain. The modern Spanish novel has been extravagantly praised, but any one who knows it at first hand and knows also the English and the French, can scarcely rank it so high as either. Italy possesses in d'Annunzio a magician of language, but the character of his material, always special, at times repulsive, limits the scope of his effectiveness. In dramatic literature, too, Russia maintains her high standard of seriousness and power, tho her achievements here do not surpass those of France, Germany, and Italy."

PADEREWSKI ON NATIONAL MUSIC.—The great Polish pianist is not on the side of those who maintain that "art is cosmopolitan." He gave the lie to Whistler and all others who have maintained this theory, when he spoke at the unveiling of a monument to Chopin at Cracow. His speech, now accessible in an English translation by Miss Lawrence Alma-Tadema, is quoted and commented on by the Manchester *Guardian* in this wise:

" 'A belief has been widely spread,' says Mr. Paderewski, 'that art is cosmopolitan. This, in common with many other widely spread beliefs, is mere prejudice. That which is the outcome of man's pure reason, science alone, knows nothing of national boundaries. Art, and even Philosophy, in common with all that springs from the depth of the human soul and is the outcome of the union between reason and emotion, bears the inevitable stamp of race, the hallmark of nationality. If music is the most accessible of the arts, it is not because she is cosmopolitan, but because she is in her very nature cosmic.' This last distinction is fine, altho just, but Mr. Paderewski's emphatic convictions do not rest on it alone. In a long passage of Shelleyan rapture he next enlarges on the lyrical and vital nature of music. 'Music is the only art that actually lives. Her elements, vibration, palpitation, are the elements of life itself. Wherever life is she is also, stealthy, inaudible, unrecognized, yet mighty.' 'Peoples and nations arise, worlds, stars, suns, that they may give forth tone and sound; when silence falls on them, then life ceases also.' Mr. Paderewski is emphatic also on the necessity for new music, and he reconciles this attitude fully with a true veneration for what is classic. 'Times change, peoples change, thought and feeling take new shapes, put on fresh garments.' 'Every generation desires beauty, but a beauty all its own.' "

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THE RELIGIOUS WORLD

MILITANT BAPTISTS

TWO WORLD-CRUSADES, we read, were started by the great Baptist Convention recently held in Philadelphia. In itself this meeting is said to have outnumbered any previous similar convention, having "more than 2,452 delegates and 2,848 visitors, making a grand total of 5,300." Of the two crusades launched at this huge meeting, one will be a world-wide campaign against social evils, in which other denominations will be asked to join; the other will be a world-wide movement for the benefit of young people. At the head of the aggressive campaign for social service will be Dr. Robert S. MacArthur, who, it is rumored, may relinquish his work at the Calvary Baptist Church after a pastorate there extending over forty years. Russia is the country that will first attract the efforts of the Alliance. Thirty delegates from that country, twenty-six men and four women, were present at the meetings. They represented, says the Philadelphia *Press*, a people "who have suffered, not so much from an intolerant Government, or from any specific desire to persecute them, as from an outworn system of law once in vogue." The work of the Alliance is further sketched:

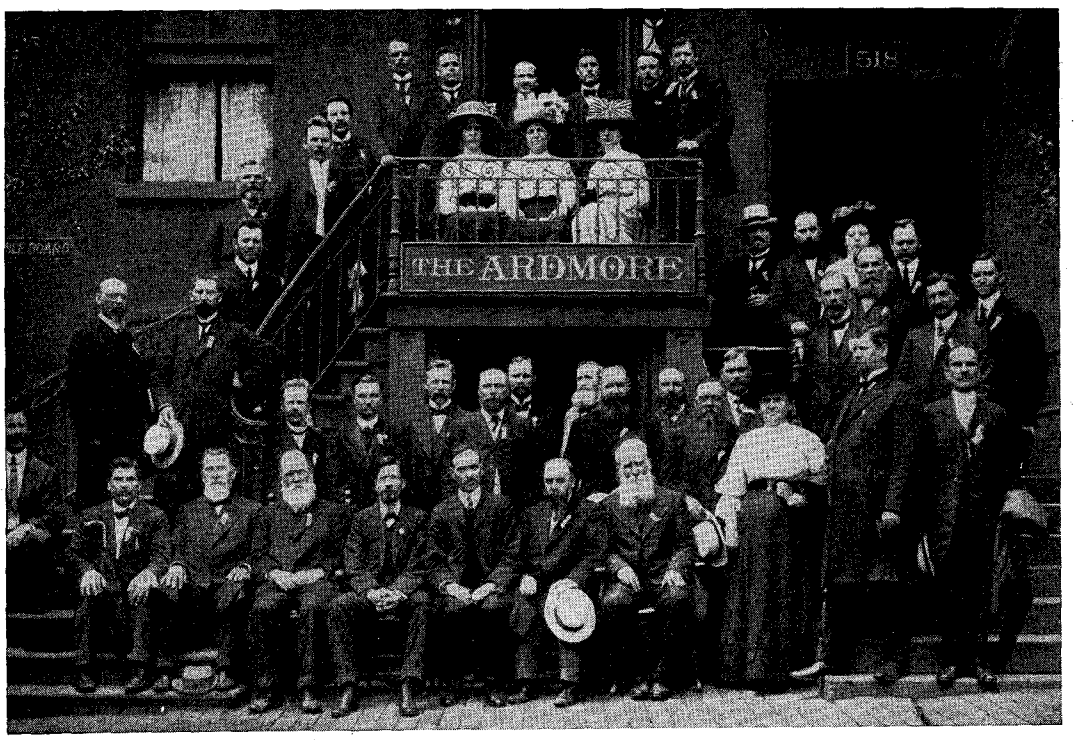
"Half a century ago, when religious intolerance was more widely diffused than now, the Evangelical Alliance, which held its last meeting in this country in 1873, did a great work between 1850 and 1870 in drawing the world's attention to one local persecution after another, in expressing not alone its own opinion, but the conscience of the civilized world, and in forcing both rulers and Governments to remember that to-day no nation stands alone, but each has to consider the public opinion of humankind.

"No such body is doing this work to-day. The success with which it was done between forty and sixty years ago by the Evangelical Alliance shows how much the World's Alliance of the Baptist Church can accomplish by simply making the facts of intolerance and persecution, if such there be, widely known. As Dr. MacArthur, with the prudence of a man charged with responsibility, has wisely said, he proposes first to find out exactly what persecution has existed, what has brought it about, and what can be done to lead to its remedy.

"Russia alone can bring a change for the better in that country, and the Russian Government and people are the more likely to act if remonstrances are temperate, if they are based on carefully ascertained facts, and if the remonstrants remember the great danger of disorder through conflicting religious teachings in countries not fully advanced. Under Dr. MacArthur's direction all this is likely to be remembered. The Baptist World Alliance, which has met here welcomed by all the city, may, five years hence, look back upon an important work begun here for civilization and religious liberty and be able to chronicle the remedy by Russia, through Baptist efforts, of a persecution to-day almost alone in the civilized world."

MILITANT PRESIDENTS OF THE BAPTIST ALLIANCE.

Dr. John W. Clifford, of London, the retiring president, squares up to Dr. MacArthur, the newly elected head of the Alliance.



RUSSIAN DELEGATION AT THE PHILADELPHIA CONVENTION.

The Baptists, with characteristic enterprise, are seeking for a firm foothold in Russia, lately opened to American churches. They plan to raise an endowment for a Baptist theological seminary in St. Petersburg.

In the projected crusade in behalf of young people the "militant" note was struck. "What our modern world needs," said the Rev. George W. Truett, of Dallas, Texas, "is an equivalent to war. In the past the people have been called to the happiness, blessedness, and safety of the religious life. We have need now to call them to the heroic and the sacrificial." A committee of twenty-five was appointed to report in three years plans for the extensive young people's movement contemplated.

The Baptists voted to aline themselves in the conference of Christian bodies to consider questions of faith and order proposed last October by both the Protestant Episcopal and the Congregational churches

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in their respective conventions. The resolution adopted reads as follows:

"Whereas, There exists, we believe, a wide-spread feeling among members of all Christian bodies that the divisions of the Church of Christ, while necessary in time past to secure liberty of thought and worship, have largely fulfilled this mission and should now gradually advance to closer forms of co-operation in order to accomplish with economy and efficiency work too great for any single body; and

"Whereas, This growing sense of brotherhood in Christ, surely being realized by all who bear his name, is, we trust, the manifest working of God in our own day and generation, whereby he seeks to heal for his church the estrangements of former times and to restore unto her the unity of the Spirit in the bond of peace; and

"Whereas, That great principle of free and personal faith with liberty of conscience in matters of belief and worship, unto which our fathers were made apostles and we their heirs in stewardship, is not in any sense the exclusive possession of Baptists, but is the heritage of the whole Christian world; therefore

"Be it resolved, That with readiness to share our apprehension of the truth as it is in Jesus with all his followers, and with both willingness and humility to learn from others any aspects of the way of life which we may not have in due proportion, we will gladly enter into a conference of all the Churches of Christ, looking toward a more perfect mutual understanding and a clearer insight into the mind of our Savior; and we hereby appoint a committee of five as our representatives to act with similar appointees from other Christian bodies in making arrangements for such a proposed conference."

NEW ARCHITECTURE FOR ST. JOHN'S

SCARCELY have the organ peals that marked the consecration of the finished part of the Cathedral of St. John the Divine died away than we hear of radical changes to be made in architectural plans. Men praised the Romanesque building that they imagined to be rising about the central portion dedicated at that recent celebration—now, it appears, the trustees are all for Gothic. Mr. C. Grant La Farge, who has given twenty years to the direction of the construction, is retired by the building committee, and Mr. Ralph Adams Cram is appointed his successor. If this building were a business structure, even a skyscraper, it would surprize no one to hear that the whole thing would be "scrapped," and begun anew according to the changed desires. As it is, no such vandalism is contemplated; nothing worse will result than a commingling of various "styles," such as nearly every considerable cathedral of Europe shows, to mark the long years they took a-building. The Romanesque style was highly popular twenty and more years ago when its chief exponent, H. H. Richardson, was living and working. He built the Albany capitol. Since the day Mr. La Farge and his partner, Mr. George L. Heins, submitted their Romanesque design and were elected architects of the new cathedral there has been a gradual change of heart toward Gothic, and Gothic windows appear in the already completed part of the structure. Mr. Cram makes it clear, in published interviews, that he is prepared to effect radical changes. The New York *Evening Sun* quotes him, with comment, as follows:

C. GRANT LA FARGE,

Who has given twenty years to the construction of the Cathedral and is now retired, because a Gothic style is thought desirable.

RALPH ADAMS CRAM,

The greatest exponent of Gothic church architecture in America, who will take charge of the completion of the Cathedral of St. John the Divine.

"'I have stood,' he says, 'for the English Gothic, modified and adapted to contemporary conditions, as the only fitting style for expressing the idea of the Episcopal Church.' And he speaks with ill-concealed distaste of the original design, as something representing a temporary vogue of the 80's. At the same time he is careful to point out that at no time was it regarded as permanent and inflexible. Nor does he believe that the portion already erected will restrict the changes he holds to be desirable or tie him down in any way to Mr. La Farge's conception, a conception which was, so to speak, hypothetical. 'If Mr. La Farge will work with me in a friendly spirit, it is my intention,' he tells a correspondent of the New York *Times*, 'to have him do as much of the work as is possible. But he must recognize that the trustees brought me in to do a certain thing—to make a Gothic cathedral out of St. John the Divine, and that therefore it is to be supposed I know more about it than he does.'

"In itself there is nothing necessarily alarming in the appearance of a new architect. How many of the great cathedrals, it may well be asked, were built by one hand? Among recent structures there is the cathedral at Westminster, which seems to have been carried out more or less exactly in accordance with Bentley's idea, but that is an exception. Some of the greatest of the old churches must have been years in the building and represent considerable variety in design and intention. Mr. Cram thinks that 'no great public building can achieve the greatest success if it represents the personal ideas of one man,' and other architects have enlarged upon the advantage of securing a sort of epitome of the best taste of the time. We are not at all confident of achieving anything very wonderful in this way—or indeed in any other. But if a really great church is more than we dare expect, it is to be hoped at least that the ultimate result will not be a mere piece of committee work."

Mr. Cram is said by the New York *Times* to be "the chief exponent of the Gothic spirit and feeling in architecture." This journal further expresses its entire confidence that:

"The Cathedral of St. John the Divine will give greater pleasure to the eye and to the mind if Mr. Cram carries its construction forward, as he has announced that he will carry it forward, in the spirit that has already transformed what was planned as a Romanesque structure into a great church wholly Gothic in feeling, in detail, in ornamentation, and in the impression it is to make on the beholder."

The New York *Evening Post* thus sketches Mr. Cram's career:

"Most of his work has been confined to the designing of churches and educational institutions. He is the architect of Calvary Church, Pittsburg, which is conceded to be one of the handsomest edifices in America, and of the Detroit Cathedral. He is the advisory architect of the much-discust Graduate School and Cleveland Tower at Princeton University, and was one of the original competitors for St. John's Cathedral. He is forty-seven years old, a native of Hampton Falls, N. H.,

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was educated at Exeter Academy, has been an architect since 1889, and is a member of the Boston Society of Architects, American Institute of Architects, Royal Geographical Society, London, and other organizations. He is the author of numerous books on ecclesiastical architecture."

Now that we are on the subject of Gothic, the Boston *Transcript* feels that we really ought to know what we're talking about. It sets out, therefore, to put us right, or at least that "multitude of helpless but not hopeless adepts in architectural lore" that it hears "expressing themselves freely": Going on:

"One hears that the Gothic is known by its spires, its pointed arches, its lace-like ornament. This would be altogether a consoling definition, did not travelers cut in with their vexatious recollections of spireless Gothic, round-arched Gothic, and Gothic that in no wise resembles lace.

"It is easy to see what afflicts those misguided adepts. Too much Ruskin! They accept Ruskin's distinction between architecture and building. With his usual arrogance, he bullied his readers into thinking of architecture as the embellishment of buildings, not as the very principle and philosophy of their structure. And in all consideration of the Gothic that distinction, fallacious in itself, leads to infinite befuddlement.

"So the hope for our bewildered adepts lies in forgetting their Ruskin and thinking of Gothic no longer as a mode of ornament, merely, but as a mode of building. It was primarily that. Looked at in this way, it becomes perfectly comprehensible. It defines itself. It discloses the rational principle from which spring the essential characteristics of its physical fabric. That principle is concentration. It is less a question of esthetics than of physics."

How Gothic architecture came to make concentration the rule of its structure, *The Transcript* proceeds to enlighten us:

"It had two problems to solve, and they conflicted. It wanted enormous windows, which weakened the walls, and upon these weakened walls it sought to rest a stone roof—stone, because wooden roofs had given too frequent evidences of impermanence. Now, the familiar construction—that of distributing the roof-stress evenly along the top of the wall—had to be abandoned; the thrust of stone vaulting was too vigorous for the frail walls to sustain unless another method was adopted. Spaces between windows might still be strong enough to sustain the lateral thrust, but spaces over windows would not. Hence the remedy of concentrating all the roof thrusts over the spaces between windows and strengthening those spaces with outside props.

"The whole theory becomes clear if one takes the space between two windows as a starting-point. Sometimes the space is hardly more than a pillar. Upon its top rests an arch running straight across the roof, and other arches running diagonally across it. These arches support the vaults, and at the top of the mere pillars of wall they meet, concentrating the stresses of a whole section of the roof. Naturally, they tend to overthrow the pillar. But that has been foreseen. A deep buttress against the wall multiplies its resistance, and the span of a flying buttress opposes its weight just where needed, making assurance doubly sure. Stress from outside meets the stress from inside. It is a complete and stable concentration—theoretically. Practically, everything depends upon the durability of its material factors, which require an army of masons to tinker them. Failure to preserve the fabric from decay and collapse, in many a deplorable instance, was what led to the abandonment of Gothic as a dominant style of architecture."

A day later in the same journal, Mr. Cram jumps in with more of this "setting right," applying himself even to *The Transcript's* definer. Thus:

"With your definition of Gothic, you have a good start, but the goal is not yet . . . you must add to your Gothic definite principles of rhythm, balance, line composition, building up of light and dark and half-tones, color harmonies, and above all a recognition of, and demand for, not fads and freaks and fashions in beauty, but absolute beauty, just as the Greeks did, and the Japanese, but utterly different in detail and in form to either or to any other art; distinct absolutely, and the result of northern blood, wider heritage, and a Catholic Christianity as opposed to paganism and Arianism as it is to Calvinism or rationalism or atheism."

CATHOLIC FRICTION IN MAINE

FRICTION seems to exist between the major part of the French Catholic population of the State of Maine and the titular head of the church there. Of the Catholics of that State more than 90,000—about three-fourths of the entire number—are French Canadians, who, among other things, wish their children taught the French language in the parochial schools. A greater cause of difference appears to be the demand of several thousand, who recently petitioned the State legislature to be granted the right to own their church property, valued at some $16,000,000. At present Bishop Walsh, of the diocese of Portland, holds the property as a corporation sole, which gives him absolute control. Catholic church papers elsewhere declare that church property is held in this manner because the people desire it so. But Bishop Walsh's answer to the wishes of Maine French Catholics was the suspension from the rites and privileges of the Church of six prominent men among the signers, "threatening with the same penalty all Catholics who should publicly cooperate with them." One June 8 the fourth annual assembly of delegates from the French-American Societies of Maine met at Biddeford in what was called the "Cause Nationale Convention." *The Catholic Citizen* (Milwaukee) reports it as "the largest in history, despite the fact that a number of the interdicted persons so recently punished by Bishop Walsh for their insubordination to church authority were conspicuously connected with the convention." This journal further recites:

"A large number of the French Catholic societies from various parts of the State were represented by the full number of delegates, and, in many cases, by a larger number than usual, apparently disregarding the order of the Rt. Rev. Bishop Walsh, which forbids all Catholic societies from cooperating in the least degree with the agitation of those men so recently placed under interdict."

Says *Catholic Opinion* (Lewiston, Me.):

"By their scandalous disobedience these societies may lose their privileges as Catholic organizations, a punishment by which they are deprived of all connection with the Church.

"Last winter matters came to a crisis when it became necessary that the authority of the Church should be asserted. We refer to the petition to the State legislature when the dissolution of the corporation sole was requested. When the authority of the Church was drawn forth and an attempt made to place it submissive to the civil authority, then only was there a check placed on the actions of these misguided children of the Church. These self-appointed leaders and their followers were reminded of the extremely grave aspect which their agitation had assumed. The interdiction of six of the prime movers followed shortly after the hearings.

"It is to be regretted that the Canadian people are so stubbornly following these insubordinate leaders who have been publicly condemned by the Church. The increased attendance and enthusiasm at the convention practically declare that they indorse the action of these agitators who were punished by the bishop, and declare they will be disobedient in the Church and against legitimate authority, which is nothing more or less than rebellion."

A New England Methodist paper, *Zion's Herald* (Boston), says that "the convention hall was crowded on the opening day, and those present unanimously and enthusiastically supported the position taken by the signers of the petition." Resolutions commending the action of the interdicted men and "instructing them to carry on the fight, and appointing a permanent committee to secure counsel and take the matter to the next legislature, were unanimously adopted." A message from a representative of the Canadian Senate of the French Acadian people of New Brunswick that was read at the meeting declared that "in the questions of dogma, morality, and strict ecclesiastical discipline, we must obey the church. In civil, political, and financial affairs it is the State that we must obey."

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MOTOR-TRUCKS AND MOTOR-CARS

THE FUTURE OF THE MOTOR-TRUCK

CHARLES E. STONE, of a well-known motor manufacturing company, gave an address on motor-trucks in May, before a Y. M. C. A. motor school. It was only a few years ago, he said, that predictions as to the ultimate short hauling by motor power of the greater part of the country's merchandise was taken "in the light of a pathetic utterance." Those were pioneer days for the motor as applied to trucking, but the skeptics of that time now no longer close their eyes to "the certainty that transportation by motor instead of horses is the next logical step."

Dealing with conditions in New York, Mr. Stone finds that more than 140,000 horses are used here every day for trucking. If these could be harnessed tandem fashion to a single vehicle, the animal at the front would be entering Worcester, or Scranton, before the wheels of the vehicle began to turn in New York. Motor vehicles could displace practically all these horses and thereby virtually add to the streets of New York for trucking purposes nearly 300 miles.

The horse delivery wagon has an overall length of about 18 feet and occupies about 90 square feet of space, while to stable it requires about 114 square feet. The motor wagon, on the other hand, with similar capacity, averages an overall length of about 10 feet, occupies 60 square feet of area on the street and the same in the garage; hence it effects a saving of about one-third in the street and nearly 100 per cent. in the stable. Mr. Stone says of larger trucks:

"A 3-ton horse truck requires about 22 feet over all on the street or 132 square feet of surface, and in the stable this will occupy about 204 square feet, but as many concerns own a spare horse for every such rig this storage space is increased thereby 54 square feet, or a total of 258 square feet. A motor-truck of the same capacity would require only 126 square feet.

"The 5-ton horse truck will require about 25 feet over all on the street, or 200 square feet of surface, and the stable space for this equipment would represent 281 square feet. A motor of equal capacity would require only 176 square feet."

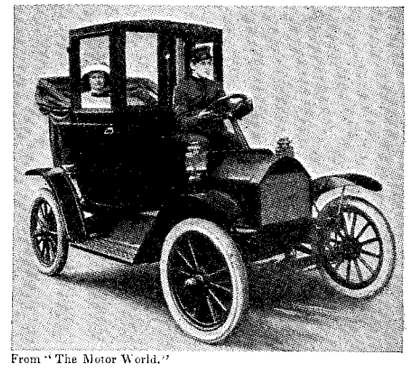
But this is only the beginning of the story. Because of the increased speed maintained by the motor wagon, it covers more miles per day, in fact can do 2½ times the work done by the horse. Here again is saving of street space estimated at not less than 73 per cent., the motor-truck thus producing only about one-fourth of the same street congestion as the horse vehicle, and accommodating four times the present volume of traffic.

Another notable economy, especially where large installations prevail, comes from the great reduction in the number of employees required to maintain the wagons. Moreover, there has long been a growing demand for long suburban deliveries, extending even to 30 or 40 miles, and for these the motor-truck has become indispensable. Again, when snow and ice prevail, horse traffic often comes to a standstill. While the motor-truck in these conditions is placed at some disadvantage, "it is a rare sight, indeed, ever to see one completely stalled." Horses also are affected by excessive summer heat, but heat does not put the motor-truck out of business. Mr. Stone cited the advantages to health due to the elimination of the stable and the production of flies. Even when stables prevail, they are more and more forced by health departments to places distant from stores and warehouses, thus adding to the distance the horse truck must travel. Mr. Stone said further:

"Two years ago I had occasion to look at a large concern in this city which had a great deal to say against the general use of motor-trucks and had done much to discourage others from purchasing. While the concern in question kept no very accurate cost accounts, it had enough, as it said, to tell if the machine was an economic method of delivery. In the investigation, one of the first items of expense encountered was a charge of $175 each month, cost of current for charging the battery of one 5-ton truck. No one could explain how such a figure was arrived at and no itemized entries on the books were found to correspond to it. The items of repair and replacements footed up to about $150 in money—the actual work being performed by the driver—yet the total amount of parts billed by the truck-makers' factory in 14 months was $240, and nothing had been purchased outside.

"I was informed that the machine was to be laid up for an entire new set of tires, but investigation proved they were good for fully 2,500 miles more and did not require resetting.

"It is an unfortunate fact that the general public hear comparatively little about the many successful motor-truck installations, the few failures are greatly enlarged and dilated upon with great injustice to the industry, and it is a fact borne out by investigation that the majority of such failures are not caused so much by imperfect design and material but are nearly always due to overloading, overspeeding, carelessness, neglect, and abuse."



From "The Motor World."

A NEW TYPE OF TAXICAB COSTING ONLY $850.

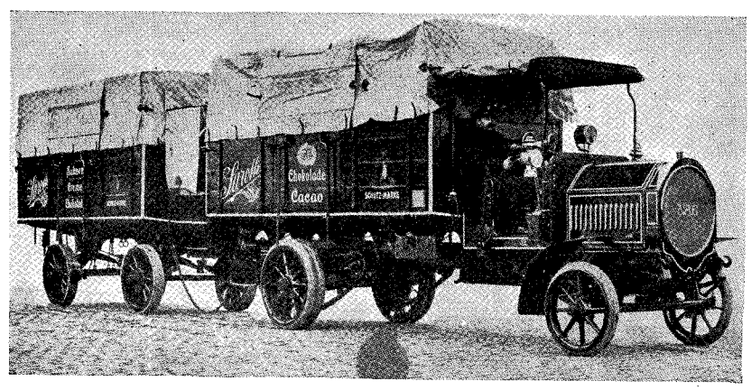
From "The Commercial Venicle."

A COTTON-PICKER AT WORK IN TEXAS.

A TWENTY-TON TRUCK

Electric transmission of power as developed by gasoline motor has been employed in Omaha in the production of a truck weighing about 8 tons, and having a load capacity of 20 tons. Tests thus far made have "vindicated the inventor in his claims," says a writer in *The Commercial Vehicle*. This truck "is practically an electric locomotive, carrying its own power plant." Control and operation differ little from the methods employed with a street car. Following are other details:

"The motive power is generated by a six-cylinder, water-cooled, gasoline engine direct-connected to a 20 kw. direct-current generator, which delivers energy at 250 volts. Through a device identical in design with the standard street-car controller electricity is delivered to the two encased motors swung well under the load platform. Storage cells supply auxiliary



SUBSIDIZED MOTOR-TRUCKS USED AS A TRAIN UNDER THE NEW GERMAN GOVERNMENT SUBVENTION SCHEME.

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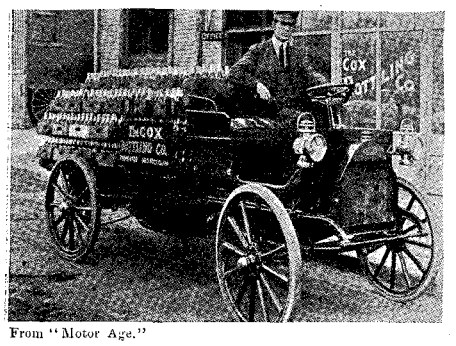
power for starting the car and hill-climbing.

"The gasoline engine, used as the prime mover, is constructed to give a maximum of 1,900 revolutions a minute. The dynamo output gives 27.5 horse-power at 1,025 revolutions. The inventor declares his



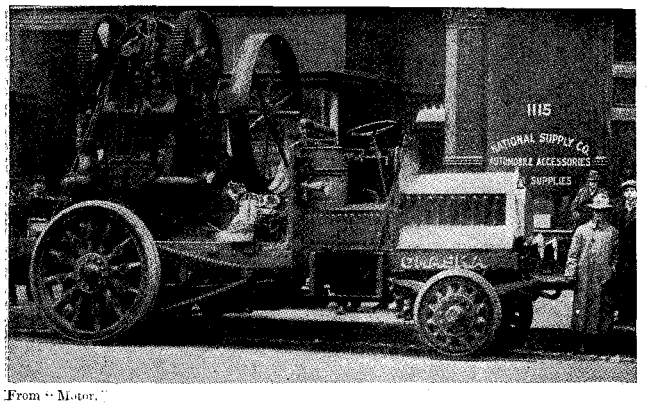
From "Motor Age."

WAGON USED IN KANSAS BY A BOTTLING COMPANY AND DOING THE WORK OF THREE HORSE-DRAWN WAGONS.

equipment has an efficiency of more than 80 per cent., with a comfortable margin of capacity to handle overloads.

"Storage-battery equipment carried by the truck will deliver 50 per cent. of the power of the generator, giving a maximum of 41.25 horse-power for use on gradients under heavy load. The battery weight has been kept down to approximately forty pounds to the horse-power."

It is claimed that "long life and efficiency of service with maximum economy" are



From "Motor."

A TWENTY-TON GAS-ELECTRIC TRUCK.

Made in Omaha, Neb. Its load capacity, 20 tons. Its own weight, 8 tons; its gasoline engine, 50 horse-power; a compound generator of 20 kw. 250 volt, 1025 r.p.m. furnishing energy to two 11 horse-power 220-volt 200 r.p.m. motors. Front wheels, 36 inches; rear wheels, 60 inches.

secured in this truck. An electrically controlled governor secures uniformity of action. As the load increases, the power output is built up automatically. Altho built to carry 20 tons, it is found that when carrying 13 tons the truck can make about five miles an hour on grades reaching from 2 to 7 per cent., and that with lighter loads ten miles an hour can be made. The steering-device is described as unique, consisting as it does of a turn-table 36 inches in diameter, working on a double circle of ball bearings, thus permitting the front axle to describe a complete circle, and the truck to be turned in its own length.

While the Omaha truck is believed to be serviceable in heavy transportation generally, it was designed especially for use in western mining-fields in desert regions, where the carrying of minerals presents an expensive problem. A truck using the principle employed at Omaha has recently been making daily trips across a desert reach of eighty miles, "with an economy of operation which seems to justify the hopes of the inventor."

MOTOR-TRUCKS FOR THE ARMY

The action of military authorities in Europe in providing motor-truck equipments for armies seems likely to have much influence eventually with army officials in America. Captain J. C. McArthur, in *The Journal of the Military Service*, discusses the problem as to whether motor-trucks can be applied to the needs of an army and become as successful there as they have been in commerce. While economy in money is desirable to an army, economy of time and life in time of war are much more important. He believes economy in all three, in some directions, can be secured for an army by the use of motor-trucks.

Citing the experience of France, he says that, during the grand maneuvers of 1909, 100,000 men for sixteen days were "entirely dependent on motor transportation for daily bread and not one man failed of his full rations at the stipulated time." Fresh meat was supplied daily by three trucks, having an average haul of 26 miles. At the Italian maneuvers in the same year, motor-trucks were so successful that the War Department has since ordered 600 trucks at a cost of $1,200,000. The action of the German Government in subsidizing commercial vehicles is also cited. In one way or another all European states have organized extensive automobile equipments. Meanwhile, in this country, nothing has been done, altho numberless reports and magazine articles on the subject have been printed. Draft animals and wagons are no longer either plentiful or cheap, so that the plea of economy is no adequate excuse. As to the adaptability of motor-trucks to our army service, he says:

"Now to dilate somewhat on the advantages of power transportation over our present antiquated system. The Field-Service Regulations under the Service of Supplies contemplate an advance supply depot at the head of the line of communications, and state 'it should never be more than two marches in rear,' but, with commendable conservatism, have added in a foot-note, 'with motor wagons or trucks carrying 3,000 pounds or more, the difficulties of supply can be greatly reduced.'

"It can be assumed that 'two marches' means about twenty-five miles. Now with our usual single-track railways it will be remarkable if the advance depot is ever as near as that to the combat line. However, for the purposes of this discussion, let us assume that to be the average haul for the field and supply trains—the 'connecting link between the troops and the advance or supply depots.' Let us also assume that a single division is being supplied in this manner.

"The personnel is 20,000 in round numbers. There are 4,565 horses including mounts and artillery and sanitary draft animals and 3,700 riding, draft, and pack mules, making a grand total of 8,265 animals. To haul all subsistence, ammunition, forage, medical and miscellaneous supplies there are 662 supply wagons. Even when carefully regulated and kept closed up, a wagon train will occupy one

From "Motor."

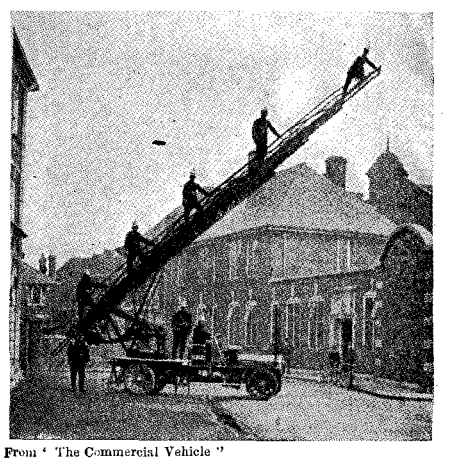
QUICK LOADING OF A LUMBER MOTOR-TRUCK.

"The removable stake platform is loaded on a 'dummy' truck, and is then slid bodily onto the motor wagon, with a minimum delay."

mile for each 100 wagons. The average rate of march for a train of that size is about two and one-half miles per hour and the maximum load is about 3,000 pounds. Therefore the supplies are advancing toward their destination at the rate of 300 pounds per hour per wagon and six miles of the connecting road will be constantly occupied by these trains.

"Now if motor-trucks of 3-ton capacity be used, they will easily average six and one-quarter miles per hour or 1,500 pounds per hour over the twenty-five-mile haul. This means that one truck will do the work of five wagons, which is a conservative estimate. A 3-ton truck will occupy not to exceed two-thirds of the road space of a four-line team and army wagon and hence sufficient trucks to supply a division will use no more than one mile of road. Now, as a matter of fact, a considerable portion of the supplies being hauled by the wagon-train is forage for the train draft animals. Even hauling from a depot visited daily would necessitate hauling two days' forage, which would average nearly 200 pounds per wagon or over sixty tons of dead weight for the trains. The gasoline and oil for the cars would not aggregate three tons, or about one-twentieth as much. This would further reduce the number of machines necessary to about 100 for a division.

"One hundred 30-horse-power 3-ton trucks would cost approximately $300,000.



From "The Commercial Vehicle"

FIRE LADDER ON A MOTOR-TRUCK.

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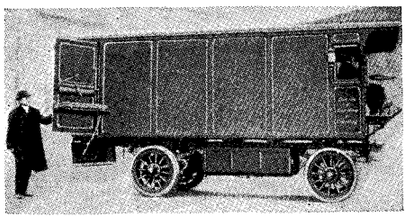
The 662 wagons and 2,648 mules which they replace (no allowances for saddle animals made) would cost over $500,000 at $800 per team and wagon. The original investment is significant enough, but it is in the expense of operation that the real economy of the truck is most apparent.



"A FORT ON WHEELS."

Money truck used in transporting bank notes from the Bureau of Engraving and Printing to the Treasury Department in Washington.

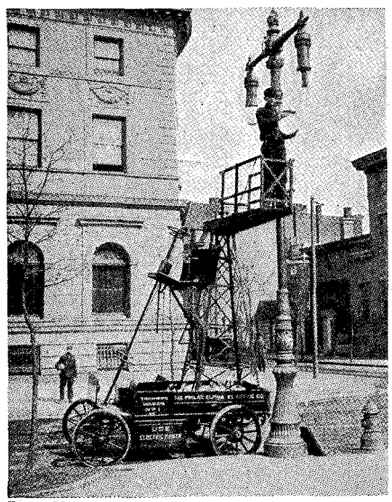
"Assuming the same number of bosses and sub-bosses, tho even here there should be many less on account of the fewer number of vehicles, there would necessarily be one driver with each wagon or 662 at, say, $50 per month or a monthly wage of $33,000, as compared to 100 chauffeurs at $60 or $6,000.

"Another important consideration is the fact that the trucks require fuel and oil only while working, while the mules must be fed all the time. It is believed that sickness, accidents, shoeing, harness and wagon repairs will fully offset the upkeep expense of tires and repairs on the machines.

"From whatever direction this subject is approached, the inevitable result is to further convince one of the immense advantage of the truck. It would appear, therefore, a matter of absolute economy to replace the army mule by the army motor-truck."

A LOW-PRICED TAXICAB

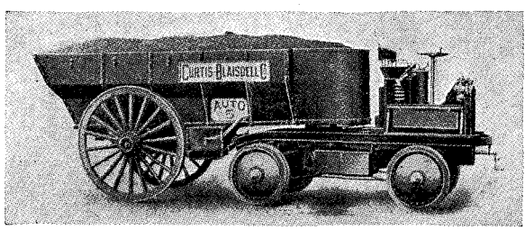
While rates for the use of taxicabs are advancing in one or two large American cities, word comes from Detroit of the building of a low-cost cab, which, says *The Motor World*, "is expected to go a long way toward making low fares possible." The makers of this cab had already produced a delivery-wagon for $650. The new cab is described as "a compact, two-passenger landaulette." The driver's position is on the left. There is space for a trunk. The cab has a double-chain drive. Rattan trimming is used because of its low cost, its durability, good appearance, and the ease with which it is kept clean. Aluminum matting is employed for the floor and for the inside lining of the lower portion of the body. The car complete weighs only 1,600 pounds, as against a weight of 2,500 or 3,000 pounds for the ordinary four-passenger cab. This advantage saves tires. The car is easily managed, since it has a wheel base of only 88 inches. Its makers claim that it can be run three miles at the present average cost of running a car one mile. The price is $850. The motor is a single-cylinder, with four-inch bore and five-inch stroke.



From "Motor."

A NEW TYPE OF STREET-LAMP TRIMMER'S WAGON.

This wagon "makes the trimming of street lamps a one-man job." At the top of the superstructure is "a revolvable, collapsible platform that can be swung to any angle desired; and the control arrangements for the regular operation of the wagon are duplicated, so that it can be driven from above in moving between consecutive lamps."



A COUPLE-GEAR GAS-ELECTRIC SEMI-TRACTOR.

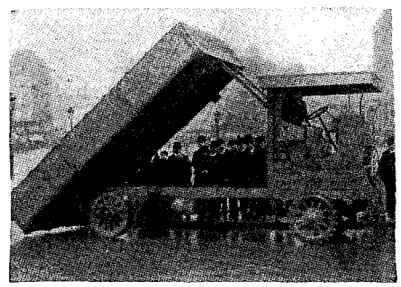
Made in two sizes, of 7 and 10 tons each. The makers arrange for "the removal of forward wheels and axle from the ordinary three- or four-horse wagon, placing the fifth wheel on the tractor, centrally located." Over ordinary street conditions, they handle 7 tons with their 4-ton tractor parts and 10 tons with their 6-ton parts. With the combination they carry from 55 per cent. to 65 per cent. of the load on steel tires, "thereby increasing the ton mileage capacity of their rubber tire equipment fully 75 per cent."

MOTOR STATISTICS FROM THE CENSUS

In a census bulletin, issued by the Department of Commerce and Labor, interesting figures are presented as to the growth of the motor-car industry. They come no further down, however, than the end of the year 1909. It appears from these that in 1899 the country was number of factories in this only 57; in 1909 there were 316. In 1899 the number of cars in existence was 3,723; in 1909, 127,289. In 1904 the number of steam cars reported was 1,568; the number of electrics, 1,425; gasolines, 19,837, but in 1909 the number of steam cars was 2,376, of electrics, 3,639; of gasolines, 121,274. In 1909 the number of business wagons reported was 4,784, of pleasure cars, 122,505. The value of cars in 1899 was placed at $4,548,100; in 1909 it was $165,115,100. The average of prices has not varied in marked degree since 1899. In that year it was $1,221; in 1904, $1,078; in 1909, $1,298.

TRUCKS FOR DRY-GOODS DELIVERIES

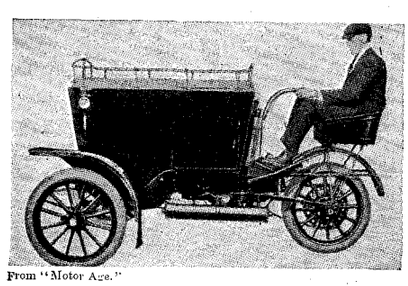
A large department store in Brooklyn is declared by a writer in *The Commercial Vehicle* to have found, after a year's experience, that the use of motor-trucks has brought about a saving of 15 per cent. over the cost of horse vehicles. Its fleet of trucks now includes ten 1-ton electric wagons and one 3-ton electric wagon. The trucks have replaced 30 horses and 15 wagons, meanwhile covering a much larger area and making a greater number of deliveries. The house still has about 350 horses for use in deliveries, but the service of the motor-trucks has been so successful that they have decided not to purchase any more horses for city deliveries. When it becomes necessary to replace any of the horse vehicles motor-trucks will be bought. This firm put into use a dozen years ago three gas-motor vehicles and two electrics, but soon discarded them for more modern types of machines. Their only serious trouble has been caused by tires. Because of this a contract has been secured with a firm of tire-makers, who guarantee a wear of 7,000 miles for each tire. The rise in the cost of horses during the past dozen years has made the use of motor-trucks still more advantageous. Animals which formerly could be obtained for $160 now cost nearly or quite twice that sum.



A TRUCK USED IN EXCAVATING IN PARIS.

FREIGHT TO SAN FRANCISCO BY MOTOR-TRUCK

On March 1 a loaded 5-ton motor-truck left Denver, bound for San Francisco, with



From "Motor Age."

A DELIVERY WAGON ON THREE WHEELS.

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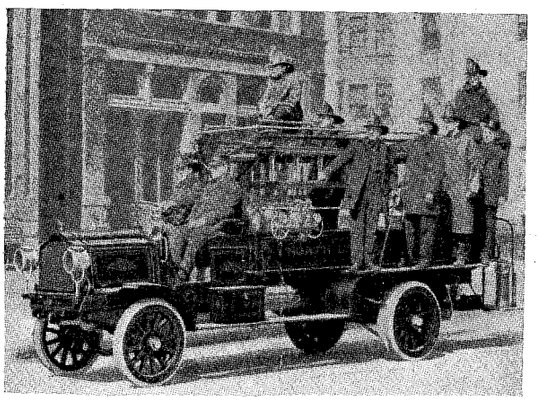
the intention of returning by way of Chicago to New York. The primary purpose of the trip, says *The Commercial Vehicle*, was to demonstrate to owners of mines and ranches remote from railways, that freight can be delivered to them by motor-truck better than by mules or horses.

The truck, which left Denver, carried a load of white-oak lumber. It had a crew of three men with camping equipment and food. On the first day out from Denver, it was snowbound, but after a week's delay, the trip was resumed. Later on, the truck broke through the planking of a bridge, but was finally extricated tho with some difficulty. Other obstacles encountered were mudholes, overhanging rocks and boulders. A. L. Westgard was in charge of the truck.

On May 8 Los Angeles was reached after many trials in New Mexico and Arizona. In covering one space of forty-two miles in Arizona eight days were consumed. Mr. Westgard reported that for five days in succession the truck, after 12 to 14 hours of hard work, had averaged only three miles a day. On the road from Globe to Phœnix, however, 112 miles were made in eleven hours. At one time it became a common experience to have the rear wheels sink to the hubs three or four times within a few hundred feet. After leaving Los Angeles no trouble was found in reaching San Francisco. The truck arrived there in excellent condition, its machinery being none the worse for the severities of the trip. Because of the wide tread of the big truck, the rear wheels would seldom track in the roads, so that these wheels "plowed a deep furrow on both sides, which sometimes had a depth reaching to the hubs."



A FIRE TRUCK IN USE IN NORTH BRADDOCK, PA.

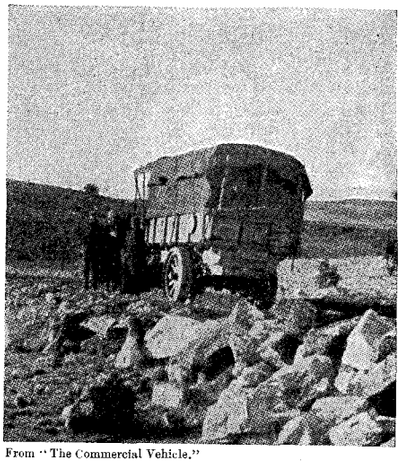
In addition to a thirty-two-foot extension ladder and porch and roof ladders, the equipment includes two twenty-five-gallon chemical tanks, two extinguishers, rotary gong, 250 feet of chemical hose, 1,000 feet of fire hose, crow-bar, ax, lanterns, special step boards, tool-boxes, hose-basket, and brass railing. The fire chief has a seat beside the driver, and the other firemen stand on the running and step boards.

ITEMS FROM FAR AND NEAR

At a motor-truck parade in Philadelphia a few weeks ago over 300 trucks were shown. They ranged from those carrying heavy loads down to the smallest and lightest delivery wagons. After passing through the principal streets of the city, they assembled for a monster exhibition in one of the parks. Over fifty separate makers were represented. The trucks were classified according to size, ton capacity, etc. Many had been taken from active service and were returned to their owners at the conclusion of the parade. Some of the observers declared that the exhibit "was the most imposing and successful ever held."

The recent German subvention trials of trucks resulted in the allotment of 105 new subvention plaques among foreign makers. Eighteen other plaques are meanwhile held in reserve for later distribution, and should additional vehicles be required for the maneuvers of the present summer, twenty more will be allotted. It seems likely therefore that the subvention cars of Germany will be increased this year by 140 trucks. In emergency allotments the demonstration cars of makers are usually accepted, so as not to interfere with business houses having subvention trucks that are in every-day use, and are not available for Government use except in case of war. The total number of motor-trucks conforming to the military type now at the disposal of the war offices of Prussia and Bavaria, is about 534. In case of actual war, it is believed that 600 would become at once available. Thirteen makers supply these trucks. In their every-day use 31 of the subventioned trucks carry mill products, 25 agricultural, 32 brick, 8 newspapers, 10 paper from factories, 10 stone, 12 iron-goods, 9 coal, 11 general goods, 214 beer and 7 building material. The German Government thus far has spent about $650,000 in subventions. The motor trade is believed to have received from the business thus subventioned about $2,500,000.

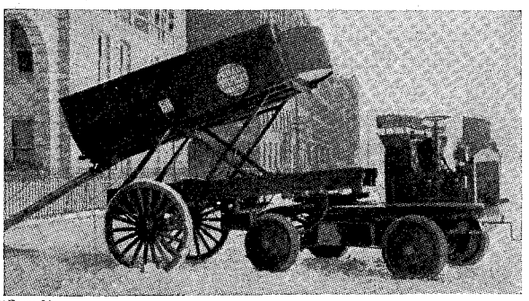
Three motor-trucks have been shown in Columbus, O., as good evidence of durability in trucks when employed in city service. Two of the three have been in constant use for six years. One has to its account a total mileage of 50,000 and the other one of 60,000. Experts declare that all these seem good for much more service, being in excellent condition. They have been employed during every working-day of each year. Little time has ever been lost in repairs. The work they do is trying, the deliveries made having called for haste. An illustration elsewhere in this issue shows these trucks.



From "The Commercial Vehicle."

A FREIGHT TRUCK IN THE DESERT, BOUND FOR SAN FRANCISCO.

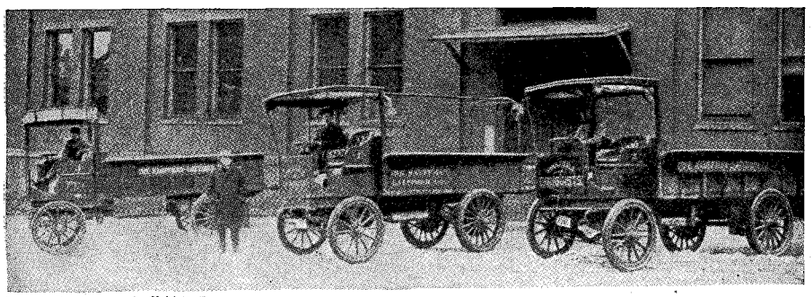
At a recent motor-truck reliability contest in Los Angeles, held under the new rules, and comprizing trucks in eight different classes, eight of the cars, says *The Motor World*, "came through both the road test and technical examination with perfect success." The highest penalty inflicted was only 30 points; this was imposed on a car which ran into a ditch, causing the carbureter to be filled with dirt. The lowest gasoline consumption, and hence the lowest cost, was reported for a small 6-cylinder truck, which used only 8 gallons on a run of 168 miles. In the matter of cost per ton-mile, the big trucks had the field all to themselves, inasmuch as small delivery-wagons in comparison are far more expensive to operate. The first prize was taken by a 3,000-pound gasoline-truck, which was operated at an expense of only $0.0115 per ton-mile and "made a perfect technical score." An 8,000-pound truck received the second prize, with a cost record of $0.0163 per ton-mile.



"From Motor."

A SEVEN-TON SEMI-TRAILER WITH COUPLE-GEAR.

"The loaded body is raised by an electric hoist operated from the car power-plant, in one-fifth the time needed to hoist by hand."



From "The Commercial Vehicle."

MOTOR-TRUCKS STILL USED IN COLUMBUS, O., AFTER SEVERAL YEARS OF SERVICE.

(*Continued on page* 72)

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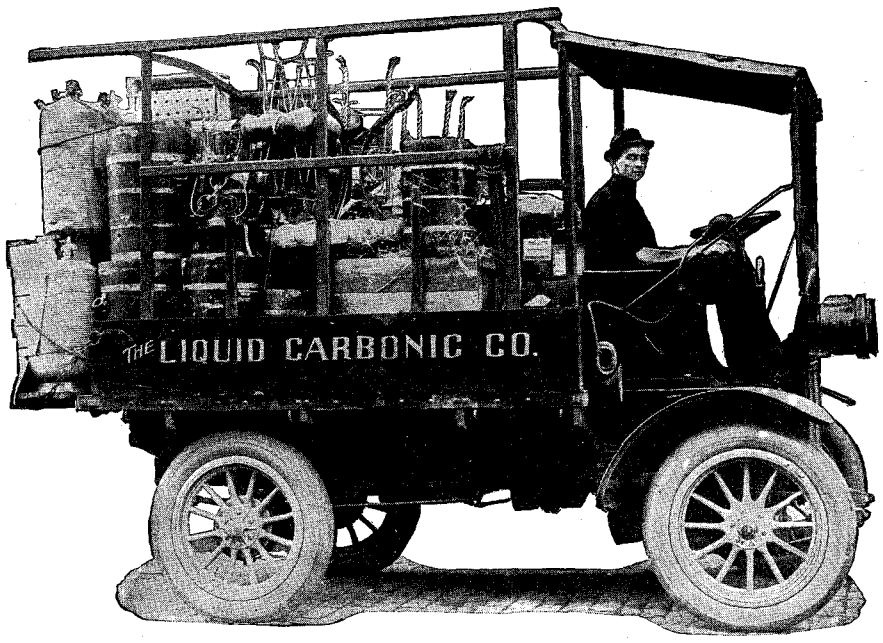
Franklin Pneumatic-Tired Trucks



THE LIQUID CARBONIC COMPANY

Chicago, May 26, 1911

Franklin Automobile Company, Syracuse, N. Y.

Gentlemen:—Our Franklin one-ton truck was put in service December 12, 1910. It has covered 8,000 miles, and we are still using the original set of tires. We judge that they are good for at least another 4,000 miles.

In our estimation there is no other one-ton truck on the market that will give the satisfaction in our kind of work that the Franklin has. We state this from experience, as we have tried out from fifteen to eighteen different makes and have found none which will do the work with the same speed and minimum delay and expense. We heartily indorse pneumatic tires for light delivery work.

Liquid Carbonic Company.

Detailed analysis of the cost of fuel and oil for this work shows the following averages:

Average mileage per day	52.46
Average mileage per gallon gasoline	9.8
Average mileage per gallon oil	191.2
Average cost per mile, gasoline and oil	$ .019
Average cost per mile of tires (based on 10,000 mile service)	.034
Average cost per mile for tires, gasoline and oil	.053

Light, strong, resilient construction, large pneumatic tires and an air-cooled motor make the Franklin the most efficient and economical motor truck built.

Resilient construction absorbs all the jolting and jarring of driving over rough streets and greatly reduces wear and tear; large pneumatic tires cushion road shocks and allow much more rapid delivery than can be maintained with safety by a truck using solid tires; the air-cooled motor assures absolute dependability in the hottest or coldest weather.

Full details 1000-lb. Light Delivery sent on request
Write for illustrated catalogue

FRANKLIN AUTOMOBILE COMPANY Syracuse N Y

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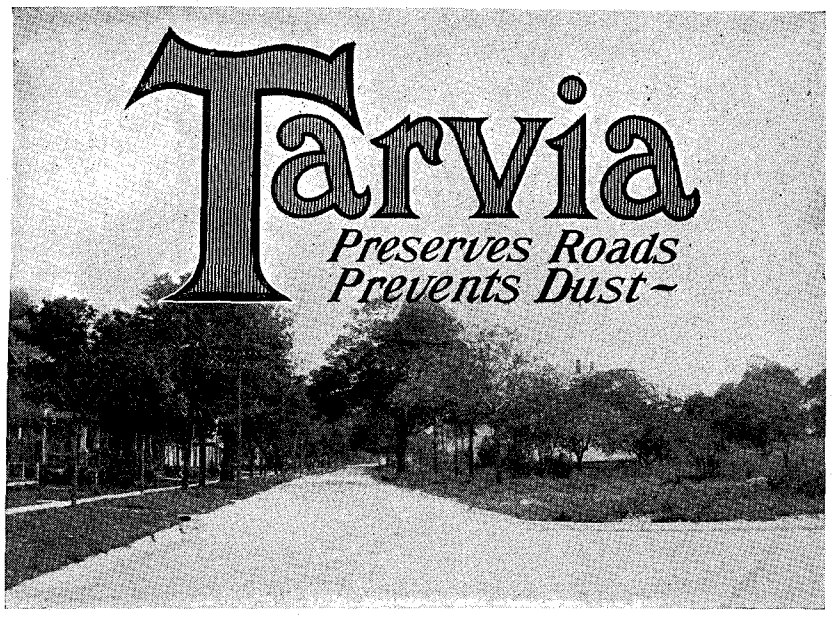

West Walnut St., Saybrook, Ohio, constructed with Tarvia X

Tarvia In Saybrook

SAYBROOK is one of the many Ohio towns that have discovered in tarviated macadam the solution of the good roads problem.

The citizens wanted a permanent, clean, durable pavement, but brick, asphalt, etc., were much too costly.

Tarviated macadam, however, was well within the cost limit. It proved to be just what was demanded—a smooth, dustless and durable road.

West Walnut Street, illustrated above, is a half mile continuation of a street in Ashtabula which is paved with asphalt block.

The stone in the tarviated road is bedded in a tough waterproof matrix of Tarvia X.

It will keep in contour for years, even under automobile traffic, and its maintenance cost will be practically nothing.

In fact the maintenance cost will be so much less than that of plain macadam that in the end the Tarvia treatment will more than pay for itself.

Booklets on request.

BARRETT MANUFACTURING COMPANY

New York Chicago Philadelphia Boston St. Louis Cleveland Pittsburg Cincinnati Kansas City Minneapolis New Orleans Seattle London, Eng.

TRADE B MARK

ANTIQUES

A very large stock of OLD CHINA, Old Mahogany Furniture, Sheffield Plate, Old Blue Quilts, Copper, Brass and Pewter, Old Glassware, Brass Andirons, Jardinieres. Many Old Prints. Antique Jewelry. My New Catalogue contains descriptions and prices of hundreds of Antiques, sent free to any one interested.

Mrs. ADA M. ROBERTS

Washington **New Hampshire**

Here is a detachable motor that you can clamp to the stern of any rowboat in an instant and go skimming over the water 8 miles an hour with all the enjoyment and comfort of a high price motor boat. Fits any shape bottom or stern without alterations to boat. Don't think of going on a vacation or auto trip without an

EVINRUDE Rowboat Motor

Instantly attached or detached

Can be carried from place to place. Is simple, smooth running, quiet, light and compact. A woman or boy can attach and run it. Write at once and get catalog. Special proposition to live agents.

Evinrude Motor Co., 220 Reed St., Milwaukee, Wis.

Fits any boat

Save 9/10 of Your Tire Repair Expense

For *five cents* you, yourself, can *permanently* repair *any puncture—easier, quicker and better than by vulcanizing.* All you need is your two hands and the Tire-Doh outfit shown above. Even the *worst blowout*—in tube or casing—can be quickly repaired with

TIRE-DOH

Trade Mark Reg. **U.S. Patent Office**

Money back upon request is our guaranty.

Tire-Doh makes a *permanent* repair as *tough* and *elastic* as the tire itself, *at one-tenth the cost of vulcanizing.* Use it anywhere—in the shop or on the road. Only 15 minutes to repair a puncture, an hour for a blowout. The Outfit consists of one can Tire-Doh, one can Tire-Doh Cement (enough for 40 punctures) and one Inside Casing Patch, all neatly packed in a white enameled can.

Besides saving nine-tenths of your tire repair expense you can

Double the Life of Your Casings

by promptly repairing cuts and sand-pockets with Tire-Doh. Prove it to *your* satisfaction *at our risk.* We refund your money *upon request.* Ask your dealer for a Tire-Doh Outfit *today*—price, $2. Or send us $2 and get one *express prepaid.* You run no risk. Money back if you ask it. Order Tire-Doh *now* and save money.

ATLAS AUTO SUPPLY CO., 63 East Adams Street, Chicago

MOTOR-TRUCKS AND MOTOR-CARS

(Continued from page 70)

An English firm which builds motor-driven fire apparatus has produced for Bombay, India, a turn-table fire-ladder, mounted on a gas-motor chassis. The ladder is described as of the telescope type, giving an extension of 80 feet. It is in four sections, and is carried normally in a horizontal position. It can be brought to a vertical position or to any angle, by means of a hand-winch and suitable gearing. The telescope sections can be raised or lowered by comprest gas carried in cylinders, or they can be shifted by hand. The motive power comes from a fifty-horse-power gas-engine, the possible speed on a level being 25 miles an hour. The ladder can be used not only for life-saving purposes, but as a water-tower, hose and nozle being carried up by firemen. One merit of this device is that it can be operated in narrow streets.

Angus Campbell, who lives in Texas, has invented a cotton-picking machine (shown elsewhere in an illustration), fitted with a thirty-horse-power motor, which propels the truck and operates the picking-machinery, each independent of the other. As described in *The Commercial Vehicle*, the picking-machine consists essentially of "a series of horizontal fingers, set radially in vertical shafts, the fingers overlapping in the center of the machine in the rear of the front wheels." The machine is open in front, so that when the truck is driven over a row of cotton-plants the fingers pick the lint from the plant, depositing it in canvas bags hung at the sides. It is said that this machine when kept running continuously can pick about 10 pounds of cotton a minute or 6,000 pounds in a day of ten hours. The cost of operation is about $5 a day and sometimes less. This includes the wages of a man and a boy, and the cost of gasoline and oil. Tests have been made as to any possible injury by the machine to cotton, and none has been found. Several machines are already in operation, and a company has been formed to exploit the invention.

About seven miles above Wilmington, Del., and as many below Chester, Pa., is a large cemetery used by people from both cities. The cemetery company has had constructed, for use at funerals from either city, a combination car, capable of transporting a body and 24 living persons, the coffin being placed in a front compartment, having an independent side-door, and the mourners in the rear. The car is constructed so as to appear like an ordinary limousine, considerably lengthened. The only indication of its relation to a funeral is the name of the cemetery, which it bears on one of the doors. The interior is fitted with cushion seats set at right angles to the windows, and finished in black leather, with broadcloth trimmings and curtains. Its speed is limited to 12 miles an hour. The tires are of solid rubber. The car having extra heavy springs, is said to ride over the roughest of roads comfortably. Its total length is 22 feet, the body being 8 feet 6 inches wide. Heretofore a trolley company, passing the cemetery entrance, has provided a funeral car, but it has not been well patronized, most funerals being conducted with horse-drawn vehicles—a costly as well as tedious method. The motor funeral-car has been produced in order to provide a more satisfactory method of reaching the cemetery.

For Brain Fag
Take Horsford's Acid Phosphate
Relieves tired nerves, brain fag and headaches following mental strain, overwork or worry.

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Statistics of attendance at this year's motor exhibits are given in *Motor*. Paris leads in these figures, its total being 520,445. New York and Chicago combined, reported a smaller number—507,919. New York alone for its two shows reported 380,919; London, 218,908; Chicago, 127,000; Boston, 103,000; Brooklyn, 65,000; Cleveland, 60,726; Pittsburg, 60,318. More than forty other American cities are included in the report, the lowest attendance having been 3,864, which is the report for Wichita.

GETTING THE BEST RESULTS FROM TRUCKS

The Automobile prints, as a leading article, an elaborate consideration, based on experiments in what is known as "the minute method," of accounting for the work done by motor-trucks. How to run the truck and get the best results is now recognized as a vital point in the problem of its use.

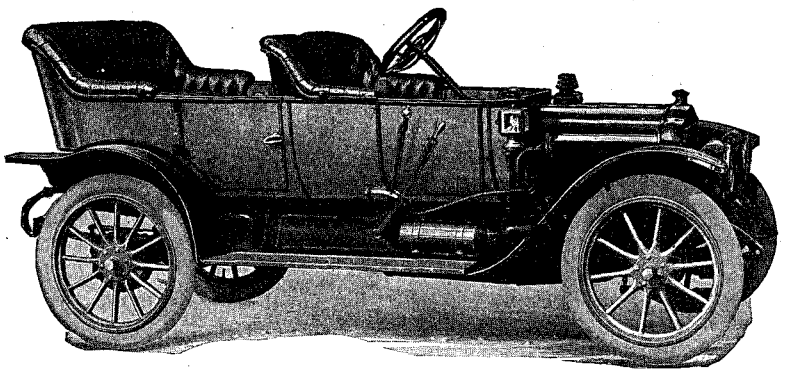
No one longer questions the great efficiency of the motor-truck; the problem which remains is that of cost. *The Automobile's* study is based on the actual experience of 400 trucks during a period of eighteen months of real business service. Three sizes were represented—standard gasoline trucks of 1½-ton, 2-ton, and 3-ton capacity, and a 2-ton electric truck of six different makes. First in the article are presented the results of operating and maintaining gasoline trucks:

"The smallest wagons of the gasoline type considered in the record are cars of 1½ tons capacity. The report shows the cost of operation for seventeen months, including two busy summer seasons and one winter. They show that the winter cost is about on a par with the running and maintenance charges in summer and that the weather plays only a small part in the totals. The lowest figures shown in the report illustrating this type of truck were about 10 cents per wagon-mile, or 6⅔ cents per ton-mile. This includes tires, gasoline, oil, interest, depreciation, replacements, repairs, wages of garage employees, and supplies. In fact, everything except the wages of the crews that operated the trucks.

"The highest cost noted was 32 cents a mile, or 24 cents per ton-mile. The average was in the neighborhood of 24 cents per wagon-mile, or 16 cents per ton-mile. The cars were comparatively new at the beginning of the period under observation, and it may be noted that at the end of the seventeen months illustrated in the report the cost of operation and maintenance was slightly under the average figures given above."

Gasoline trucks of 3-ton capacity of new construction were then considered. Here "the very moderate total of 6 cents per wagon-mile, which means 2 cents per ton-mile, was the best showing made." At the end of a year of service the highest wagon-mile cost was reached. It was 18 cents, or 6 cents per ton-mile. For the whole year the average was 12 cents per wagon-mile, or 4 cents per ton-mile, with the average ton-mile rate of the three sizes set down as 16 cents for the 1½-ton truck, 23 cents for the old 2-ton truck, and 4 cents for the 3-ton. The average arrived at for the three was 14⅓ cents per ton-mile.

The writer then takes up the problem of operating and maintaining electric trucks. Two sizes and two types of batteries were considered, the cars being respectively of 1- and 2-ton capacity. He says of the results:



1912 The White 1912 Announcement

THE White Company announce their complete line of gasoline-driven motor cars for the season of 1912. The White line for 1912 is rendered very complete by the addition of a new six-cylinder, sixty-horsepower car, with cylinders cast en bloc, engine of the long-stroke type, and all the general characteristics retained which have marked the White gasoline construction from the beginning.

The models for the coming season follow:

"30" five-passenger model, fore-door torpedo body, 34″ x 4″ tires	$2250.00
"40" five-passenger model, fore-door torpedo body, 36″ x 4″ tires	3300.00
"40" seven-passenger model, fore-door torpedo body, 36″ x 4½″ tires	3500.00
"60" six-cylinder, seven-passenger model, fore-door torpedo body, 37″ x 5″ tires	5000.00

On these various chassis, in addition to the touring bodies, enclosed bodies may be obtained as follows:

Limousine, on a 30-horsepower chassis . .	$3800.00
Landaulet, on a 30-horsepower chassis . .	3800.00
Limousine, on a 40-horsepower chassis . .	4700.00
Berlin Limousine, on a 40-horsepower chassis	5000.00
Landaulet, on a 40-horsepower chassis . .	4700.00
Limousine, on a 60-horsepower chassis . .	6200.00
Landaulet, on a 60-horsepower chassis . .	6200.00
Berlin Landaulet, on a 60-horsepower chassis	6500.00

White "Steamers" will be continued for 1912 in two models of 20- and 40-horsepower.

The White Company

812 East 79th Street, Cleveland

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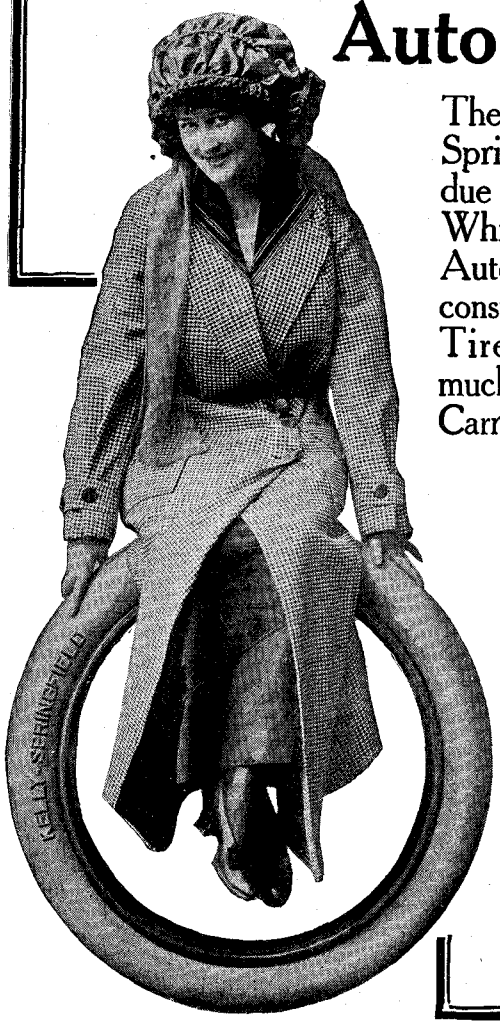
Kelly-Springfield Automobile Tires



The endurance of the Kelly-Springfield Carriage Tire was due to the rubber composition. While the Kelly-Springfield Automobile Tire is a different construction from the Carriage Tire, quality counts just as much there as it did in the Carriage Tire.

I desire to express the perfect satisfaction the two Kelly-Springfield casings you sold me have given. I have now run the tires over 8,000 miles on the rear wheels of the machine, and have had 2,000 miles use out of them since changing them to the front wheels, and they look good for many more miles.

L. E. KINCAID, Manager,
Oakland Fence Construction Co., Oakland, Cal.

Specify Kelly-Springfield Tires on your automobile. They cost no more than any first-class tire and are better

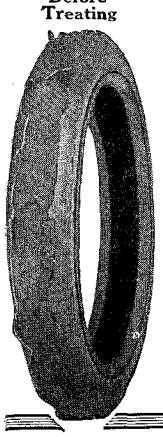
Consolidated Rubber Tire Co.
20 Vesey Street, New York

BRANCH OFFICES:
New York, Chicago, Philadelphia, Boston, St. Louis, Detroit, Cincinnati, San Francisco, Los Angeles, Cleveland, Atlanta, and Akron, Ohio

Worn-Out Tires Made New

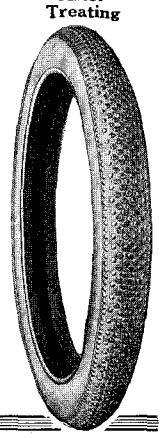
Your old tires can be made like new at a low cost. Don't throw them away—don't buy new ones—don't have them vulcanized. **OUR EXCLUSIVE PROCESS MAKES YOUR OLD TIRES PUNCTURE PROOF AND SKID PROOF.** Hundreds of motorists are getting thousands of miles out of old tires which they formerly threw away. Our

Before Treating



Triple Tread Process

After Treating



makes old tires new. We use the old casing as a foundation. After the old loose rubber is removed this is covered by our vulcanizing compound. Then the whole is covered with tough wear-resisting French Chrome Leather. This adheres firmly to the old case and the result is a tire which has the resiliency of the pneumatic and durability of the best quality leather.

Where the wear comes there are three thicknesses of this leather. The outer ply extends down the sides of the case to the bulge, the second ply extends down over the bead, and the third ply takes the place of the old rubber tread on the case.

Steel studs on the tread make the tire **puncture and skid proof,** and the flat head rivets on the side as far down as the outer ply comes protect it against *rut* wear.

EVERY TRIPLE TREAD IS GUARANTEED PERFECT IN MATERIAL AND WORKMANSHIP
A POSTAL BRINGS FULL PARTICULARS

TRIPLE TREAD MANFG. CO., 1548 Michigan Ave., Chicago
548 Van Ness Ave., San Francisco 52 Gertie St., Winnipeg

"The 1-ton cars were equipped with both kinds of cells and the larger cars generally had the nickel-iron batteries. Taking up the 1-ton size equipped with nickel-iron batteries, and covering almost a year and a half, the figures show that the total cost of running the cars and keeping them in condition to run ranged from 4⅞ cents per wagon-mile, which means the same amount per ton-mile, to 65¼ cents per wagon-mile. The average, based upon eight different types of trucks so equipped, proved to be 16 cents a mile. This includes current, batteries, cost of wagon in the way of interest and depreciation, pay of garage employees, and supplies, just as it did with respect to the gasoline cars considered above.

"With the nickel-iron equipped trucks of 2-ton capacity, the experience shows that the cost ranged between 10 cents per wagon-mile and 87 cents, and the average cost totaled 26 cents a wagon-mile, or 13 cents per ton-mile. The lead-battery trucks averaged about 18 cents per wagon-mile in total operative and maintenance cost.

"The conclusions to be drawn are that the 1-ton truck, averaging 16 cents per ton-mile, the 2-ton truck averaging 13 cents per ton-mile, and the lead-battery trucks averaging 18 cents per ton-mile give a general operative average of 15⅔ cents per ton-mile."

A comparison is then made between gasoline and electric trucks, showing "a margin of 1⅓ cents per ton-mile in favor of the gasoline truck, even including the unfavorable showing of the old 2-ton trucks." The article continues:

"In a matter of 3,000 miles a year this would amount to the distinctly appreciable sum of $170. Of course, the gasoline cars cost initially a trifle less than the electrics, and the interest charge upon that basis would be slightly less for the gasoline cars than upon those which cost more money to instal.

"Briefly, the ton-mile cost of operating and maintaining 1½-ton gasoline trucks for 3,000 miles is $480, as shown in the accompanying illustrations.

"For the type of 2-ton trucks considered, the cost per ton-mile would be $690.

"For the 3-ton type used in the illustration the cost would be only $120.

"The average cost of operating gasoline trucks would be $430 for 3,000 miles and if the excessive factor be eliminated the cost would be $300 per ton-mile for 3,000 miles."

"The 1-ton electric truck costs on the same basis would be $480. The 2-ton cars would cost $390, and the lead-battery equipped trucks would cost $540. The general average cost of operation of all kinds of electric trucks proves to be $470 for each 3,000 miles traveled."

Next is considered a larger size of gasoline truck—that is, 2-ton truck of a type that belongs to "the formative period" of construction. These trucks were already old, and had been found "expensive as compared with more modern makes."

"The monthly range of operative and maintenance cost was excessively wide, and ran from 6 cents a mile to 86 cents. During the seventeen months there were three distinct periods in which costs mounted high for this type, reaching, besides the 86-cent mark, 62 cents and 73 cents respectively. A fair average cost for this automobile would be about 46 cents per wagon-mile, or 23 cents per ton-mile, for freight. The figures show that the summer cost was greater than winter cost."

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The question of speed is then considered, and the following conclusions are reached:

"Automobile trucks, taking a general average figure, are most economical when operated at a rate that does not exceed eleven miles an hour, which means a maximum of about eighteen miles an hour. The best type of truck that has been brought out so far can be operated at an average rate approximating twenty miles an hour. High speed enters into the calculations in exact proportion to the mileage required. Thus in a high-speed truck of the kind referred to, a daily schedule of eighty miles might be negotiated, allowing four hours for motion and six hours for loading and unloading. Such a schedule would be impossible for the car having a speed of fifteen miles an hour if the loading and unloading required the full six hours allowed for the faster car. Still more striking would be the example if the car had an average speed of only eleven miles an hour, as in that case the motion would occupy over seven hours and the work of the crew less than three hours.

"Taking a 2-ton electric truck as an example. Suppose the car has a speed of ten miles an hour and its schedule is forty miles a day. The time required in running would be four hours, leaving six hours for loading and unloading. Suppose that the capacity load is carried all day. As may be noted in Fig. B, the average cost per wagon-mile is 26 cents, exclusive of garage rentals and wages of its crew. This would give 13 cents as the cost per ton-mile, and as the distance traveled on this schedule was forty miles the ton-mile total would be eighty.

"In figuring the cost of operation the minutes in motion alone can be considered. The total cost of the day's run on this basis would be $10.40 and the motion-minute cost would be 43⅓ cents. Taking the general average ton-mile cost of operating gasoline trucks, the motion-minute cost on the same mileage basis would be 47 78-100 cents. The general average electric truck can be operated at 15⅔ cents per ton-mile, according to the figures here shown, and on the comparative basis as above the motion-minute charge would be a little more than 52⅕ cents. The efficiency engineer will soon realize the limits to which the cost of the minute in motion can be carried with profit, and must make his plans accordingly.

"In this connection an interesting phase of the matter is presented in the showing of the 3-ton gasoline cars, the ton-mile cost of operating which was only 4 cents. Supposing that these cars have a speed average of fifteen miles an hour, the exact economical length of the daily schedule is a most interesting example. At sixty miles a day such a car at full load would deliver 180 ton-miles. At 4 cents per ton-mile the entire cost would be $7.20 and the motion-minute cost 30 cents. Naturally, with a car that can be operated at such a low ton-mile cost, the engineer must figure to do as large a mileage as possible in order to take advantage of the condition.

"By paying close attention to the motion-minute cost of operation the engineer can tell to a day when a certain truck should be removed from a certain schedule or finally retire from service. It is obvious, if his records are full and true, that he can determine to a nicety the rate of speed and mileage that will produce the best results from the viewpoints of economy and revenue."

MINIMIZING TERMINAL DELAYS

With the advent of the motor-truck, and its proven capacity for more work than the horse-truck, the problem of producing

TYPEWRITE YOUR LETTERS

FREE FOR 10 DAYS ON

THE FAMOUS NO. 3 OLIVER

WE will send you a No. 3 Oliver Typewriter complete, with metal case, tools, ribbon, typewriter paper, carbon paper and instruction book, to use at our expense for ten days—*all transportation charges paid*. You assume no obligation—you agree to pay nothing.

You Can Learn to Operate It in Ten Minutes

Write your letters on it—take a carbon copy, so that you can always refer to what you have written—make out your bills on it, take a carbon copy of them—bind them together, and you will have the best possible system of bookkeeping. We want you to see your own letters in typewriting, and realize how easy it is to use a typewriter, and of what great advantage it will be to you. If you keep card records, typewrite them. If your present stationery is ruled, it won't make any difference—The Oliver writes on ruled lines. If you want to write in different colors, you can do it without changing ribbons.

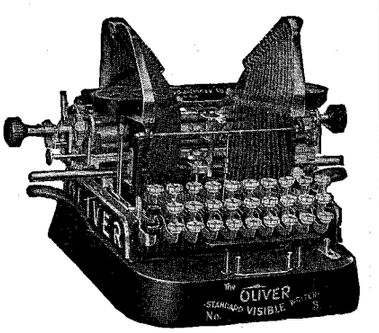
Everybody that writes letters should use a typewriter—handwriting will soon be an apology.

The Oliver is *The* Typewriter. No other machine compares with it in efficiency and simplicity. It is the typewriter that introduced visible writing. Every letter is in plain sight as printed.

The Oliver is built right side up. The type bar strikes downward, producing the light action for which the Oliver is justly celebrated.

This is the typewriter with the "U" shape type bar, that guarantees to you that the letters will print in a straight line—a patented feature—no other typewriter can use it—it is the most valuable typewriter patent in existence.

The Oliver has only one-third as many parts as the other $100 standard machines. We have never seen a worn-out Oliver. It is so simple a child can operate it and yet is demanded by the most expert operators—they won't use anything else. One hundred and eighty-three railroads use it. The two largest mail order houses in the world have selected it, in preference to all others. We use it ourselves. We believe in it, and assure our customers 100% satisfaction. The type are unusually hard and clear cut. Oliver letters are distinguished.



Sensational Price

We buy and distribute more No. 3 Olivers than any other concern in the world. As a result we secure the lowest possible price. We deal directly with you—giving you in the reduced price the saving effected by cutting out the salesman with his salary, commissions, hotel bills, railroad fares, and cutting out the branch office expenses. The saving we offer is real, not theoretical—it is easily figured—it is the difference between our price and the price other people have to pay for their typewriters, bought through salesmen.

We cut the standard price exactly in half, giving you, not some worn-out second-hand machine or some cheap, inferior grade, but the genuine model No. 3 Oliver—the world's most famous typewriter, **for only $50**—each machine complete, ready to use, and unconditionally guaranteed against defect of material and workmanship.

Small Payments Like Rent

No advance payment is required—$5 after satisfactory trial and $5 a month—no interest.

Our Offer Has Never Been Paralleled

in the annals of the typewriter industry. It is rapidly making universal typewriting a reality. Thousands of people have proven our claims and accepted our proposition, people who would not have paid $100 for a typewriter, and yet were not satisfied with anything less than the best.

Many of these machines are finding their way into the homes—a typewriter is a great boon to correct spelling. We have known children of four years to write intelligently on the Oliver.

Our plan appeals to everybody. The large business houses send us their orders, because they cannot duplicate our price elsewhere. Banks take advantage of the big saving. We have a special typewriter for doctors who want to typewrite their prescriptions—a special large type for ministers to make long distance reading an easy matter.

We make this remarkable trial offer because we believe that an Oliver Typewriter in your home or office will earn for you more each month than the installment amounts to, and that in reality it will cost you nothing, that you will not be out of pocket.

You only continue the monthly payments for nine months, and for the rest of your life this typewriter will prove a steady money earner and a constant source of satisfaction.

There is no delay and no formality—there is no use in sending for catalogs or further information—the typewriter is its own best argument. You cannot gain anything by waiting—you might as well be using your machine—it will come to you right away. Write your name and address plainly on the coupon—a lead pencil will do—and be sure to mail it while the advantages of this offer are fresh in your mind.

Typewriters Distributing Syndicate
(43) **159 BK-N. State St., Chicago**

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If you will send me a No. 3 Oliver Typewriter, as described in your advertisement, and prepay all transportation charges, I will agree to try it for 10 days; and if I decide to keep it I will pay you $50 as follows: $5 at the end of ten days, and $5 each month thereafter for nine months. It is understood that the typewriter will remain your property until you have received $50.

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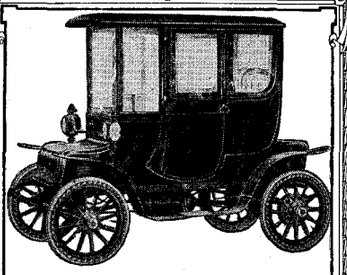

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Drive it anywhere — perfectly shaded — windows open and the breeze blowing through.

Starts with the turn of a key. Its operation is so free from heat and throb—so silent, smooth and restful—that you'll welcome its use on the most heated days.

And on summer nights—home from town — through leafy suburban driveways—paint your own picture—the Detroit Electric will realize it!

Particularly the Detroit Electric because it's the car of *super* luxury and refinement—of sureness, safety, efficiency.

And the *handsomest* electric on the roads.

Investigate our "Chainless" Direct Shaft Drive—a straight path of power. Fewer parts—silent-running. No concealed chains. Pneumatic or Motz Cushion tires. Batteries — Edison, Ironclad, Detroit or Exide.

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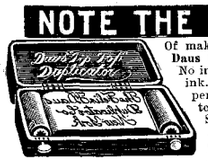

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Dept. 50. Detroit, Mich.

greater efficiency by saving time in loading and unloading is occupying many minds. Not only are these problems considered, but improved methods of handling goods in shipping departments. It is foreseen that trucks save money only when they are kept running. When idle they consume interest charges for the outlay on the plant, as well as charges for garaging, repairing, and depreciation. The cost of a truck per full working-day is placed at "not less than $10," or $3,000 for the working-days of a whole year. If a motor-truck could be operated for twenty, instead of ten, of the twenty-four hours in a day, the work of two trucks could thus be performed, with a saving of $3,000 a year for one of the trucks, not to mention the initial investment of from $2,500 to $5,000 for one truck.

Harry H. Perry, who writes on this subject in *Motor*, states in addition to these facts the further one that, in some of the large cities, there are a number of houses which operate motor-trucks from eighteen to twenty hours a day, and a few houses that possess ten or more vehicles thus operated, thus effecting $30,000 a year in savings on operation and maintenance, and from $25,000 to $50,000 on the investment for plant. All-night work, however, is possible only in certain lines of business; in others it is impossible.

Notable savings can, however, be made when trucks run only ten hours a day; this is mainly done by keeping them always moving during such hours. Mr. Perry admits that "there is no economy in buying an expensive vehicle because it can travel faster than horses." Failure will result when a machine is permitted to stand idle during fifty per cent. of the working-day because of delays in loading and unloading. Goods must be ready when trucks call for them, and a truck must be able to discharge its load promptly and quickly. Something has been done already along this line, especially in handling coal:

"Quick-loading systems naturally fall into two main divisions—special bodies and devices on the vehicles, and special systems and loading methods supplemental to the vehicles; that is, in stores, factories, etc. Often the two are employed in conjunction, as in the coal business. The coal pockets are elevated and the coal runs by gravity through chutes into the open bed of the truck. The truck bodies are made with chutes at the bottom, either on the sides or at the rear end, or both, so that upon arriving at destination gravity is again called into service and the coal allowed to run through sidewalk holes into basement bins in office buildings, factories, and apartment houses. If the bed is flat some shoveling is necessary, but in some truck bodies the bed of the steel body slopes at a sharp angle from the front end to the chute at the rear whose outlet is below the level of the rear axle. The body also slopes from both sides toward the center, so that not a pound of the coal needs to be handled manually. About five minutes should suffice for loading, and twice as much for discharging the load of such a truck, so that if the way is clear at both ends of the route the whole operation of loading and unloading each five-ton lot, including preparation, should not consume more than twenty minutes. Then if the average speed of the truck is seven miles an hour, and the average length of haul is 3½ miles, the truck should be in motion two-thirds of the working-hours of the day.

CAUTION TO PURCHASERS OF TOPS

Pantasote is a top material of recognized high and uniform quality and a product made only by us. Many unscrupulous dealers misrepresent as PANTASOTE cheap inferior materials to increase their profits—at the purchaser's expense. To the average person these substitutes when new look somewhat like Pantasote.

To prevent fraudulent substitution insist upon the label as shown above—dealers receive these labels free with every yard of Pantasote, leaving no excuse for not using them.

PANTASOTE is superior to mohairs for many reasons—two in particular, the impossibility of cleaning them and the ruination of their interlining gum of very impure rubber by exposure to grease or sunlight, as are tires.

Send postal for booklet on top materials and samples.

THE PANTASOTE CO. 60 Bowling Green Bldg., New York

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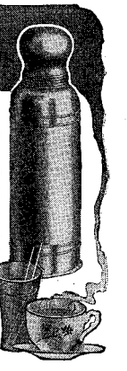

The Bottle That Keeps Hot Liquids Hot 24 Hours Cold Liquids Cold 3 Days

You can have hot or cold drinks while traveling, fishing, hunting, motoring, etc., keep warm milk for baby, cold water for child or invalid at bedside without bother. *Icy-Hot Jars*—one and two quarts—keep stews, vegetables, etc., hot without fire—desserts or ice cream cold without ice.

Many New Exclusive Features

Pints, $1.00 up; quarts, $2.50 up. See at dealers—look for name ***Icy-Hot*** —write for book.

ICY-HOT BOTTLE CO.

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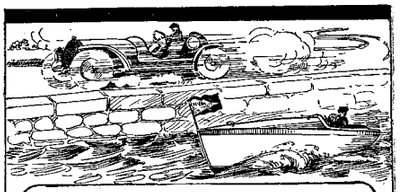

Down To The Last Drop

PANHARD OIL is a *perfect* motor lubricant. It has been scientifically worked out by experts 35 years in the oil business and will not carbonize if properly used.

A good oil means *everything* to your motor. Don't merely ask for a "*good lubricant*"—the *safe* way is to say "PANHARD OIL" to the dealer **and insist on it.** Sold in "Checkerboard" cans or in bulk.

We have put the results of our experience into "Motor Lubrication." This booklet will be interesting to every man owning a motor. It helps you *know* good oil. Free if you write to-day giving your dealer's name.

To Dealers: Special "Help Sell" Plan.

GEORGE A. HAWS, 68 Pine St., New York

PANHARD OIL

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"Two cases may be cited to illustrate the actual work capacity of motor-trucks under this loading and discharging system. In Syracuse, N. Y., a five-ton truck hauls forty-five tons of coal a day from the railroad coal pockets to the University of Syracuse, a distance of 3.4 miles, with an average ascending grade of 7 per cent. and maximum gradient of 12 per cent. The track is operated by one man. That the machine is not worked to full capacity, however, is shown by the fact that in nine trips on one day it hauled 46½ tons of coal to the University and also made two trips with five-ton loads from the coal-pockets to the building of the University in the down-town section of the city.

"Again, probably the largest coal dealers in New York City are operating a fleet of ten coal trucks of ten tons' capacity each—by all odds the most imposing installation of coal trucks in the country. These trucks can average ten trips each, daily, the average deliveries not exceeding two miles from the coal pockets on the East River front at Thirty-second Street and at the foot of West Thirty-eighth Street on the Hudson River. This allows an hour for each round trip, including loading and discharging. Thus each truck can deliver 100 tons a day, and the whole fleet 1,000 tons. As the largest railroad coal cars in common use have a capacity of 80,000 pounds, or forty tons, a single unit of the Burns equipment is able to deliver the equivalent of two and a half railroad cars in a day. The entire fleet can handle the contents of a whole train of twenty-five cars per day.

"At private residences and at many public buildings the coal holes and windows are across the walk from the curb and long extension chutes must be used. In such cases some method has to be employed for raising the truck body with its load, so that the angle of slope will cause the coal to slide all the way without shoveling. Several systems are in use. In some trucks the front end only of the body is raised, while in others the entire body rises from the chassis.

"Bulk material, as handled by contractors, is loaded and discharged quickly, much the same as is coal. Crusht stone for road paving, for instance, is loaded at the crusher from overhead chutes, and is spilled on the road by dump bodies. Gravel, bricks, asphalt, ashes, earth for fillings, and similar materials are also handled in dump bodies. Most of the large manufacturers of motor-trucks have built special models to order fitted with dumping mechanism. All these tip to the rear, but the means varies. As a rule, the body is rolled back on the chassis until the center of gravity of the load is passed, when the rear end automatically drops to the ground and the contents are spilled. The means employed for operating the body differ, however."

The Ground of Their Love.—"Let us have peace," said the English invader. "Can you not see that the white strangers love the Redmen?"

"Ah, yes," replied the intelligent Indian, "they love the very ground we walk upon."—*Sacred Heart Review.*

Sure Thing.—A series of revival services was being held in a western city, and placards giving notice of the services were posted in conspicuous places. One day the following notice was posted: "Hell: Its Location and Absolute Certainty. Thomas Jones, baritone soloist, will sing, 'Tell Mother I'll Be There.'"—*Lippincott's.*

GREAT BEAR SPRING WATER.
50c per case of 6 glass stoppered bottles.

Which Tire?

A Tire That Rim-Cuts or a Tire That Can't?
A Tire 10% Oversize or a Tire That Isn't?

A new leader has risen in tiredom—the Goodyear No-Rim-Cut tire.

Its immense popularity began last year, when our tire sales jumped to $8,500,000. The present demand is twice last year's. Our present output is 2,200 per day.

About 650,000 of these patented tires have been sold to date. And they are saving to motorists millions of dollars by cutting tire bills in two.

No Rim-Cutting

No-Rim-Cut tires fit all standard rims. When you change from clinchers, simply slip the removable rim flanges to the opposite sides.

Then the tire, when deflated, rests on a rounded edge. Men have run these tires flat for 20 miles without the least sign of rim-cutting.

With the clincher tire—the hooked base tire—the removable rim flanges must be set to curve inward. They must grasp the hooks in the tire base to hold the tire on. The tire when punctured rests on a thin edge. See the picture below. Such a tire may be ruined beyond repair if run flat for a single block.

The hooked base is not needed on No-Rim-Cut tires. Not even tire bolts are needed. The reason lies in flat tape of 126 braided wires which is vulcanized into the tire base. These wires make the base unstretchable. The tire can't come off until the flange is removed, because nothing can stretch the base a single iota.

This braided wire feature is controlled by our patents. Others have tried twisted wires—others a single wire. For all tire makers try to imitate this tire. But the flat tape of braided wires, which nothing can break or loosen, forms the only method known yet for making a safe hookless tire.

The control of this feature has given the Goodyear the dominant place among tires.

10% Oversize

When the rim flanges curve outward, the extra flare lets us make these tires 10 per cent oversize. And we do it. That means 10 per cent more air—10 per cent greater carrying capacity. And that, with the average car, adds 25 per cent to the tire mileage.

Nine cars in ten, when completely equipped, overload their tires. That is the main cause of blow-outs. This 10 per cent oversize takes care of the extras and avoids this overloading.

No-Rim-Cut tires used to cost one-fifth more than other standard tires. Yet men who bought them found them economical.

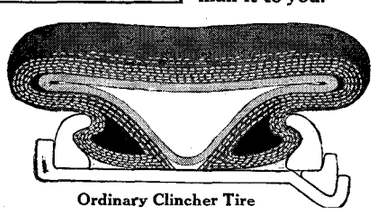
Now they cost nothing extra. The saving is clear. When you save rim-cutting and save overloading, you will, on the average, cut tire bills in two.

Tens of thousands of motorists know this already. The demand for these tires has grown like an avalanche. We ask you to find out why.

Our Tire Book—based on 12 years of tire making—is filled with facts you should know. Ask us to mail it to you.

GOODYEAR
No-Rim-Cut Tires
With or Without Non-Skid Treads

Goodyear No-Rim-Cut Tire



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BY HER CHARM OF MANNER
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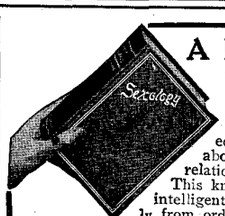

A Happy Marriage
Depends largely on a knowledge of the whole truth about self and sex and their relation to life and health. This knowledge does not come intelligently of itself, nor correctly from ordinary everyday sources.

Sexology
(Illustrated)
by William H. Walling, A.M., M.D., imparts in a clear, wholesome way, in one volume:
Knowledge a Young Man Should Have.
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Knowledge a Father Should Have.
Knowledge a Father Should Impart to His Son.
Medical Knowledge a Husband Should Have.
Knowledge a Young Woman Should Have.
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Knowledge a Mother Should Have.
Knowledge a Mother Should Impart to Her Daughter.
Medical Knowledge a Wife Should Have.
All in one volume. Illustrated. $2.00, postpaid
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Puritan Pub. Co., 777 Perry Bldg., Phila., Pa.

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Whenever you see an Arrow
think of Coca-Cola

Whenever you see an Arrow think of Coca-Cola

Think of it anyway and always, because it points the way to beverage enjoyment. You'll find its touch of delicious vigorousness a wonderful help in meeting those summer discomforts—heat, fatigue and thirst.

Drink

Coca-Cola

Cooling as a drop in the temperature—takes the fag out of fatigue—really quenches the thirst. So whenever you see an arrow or a soda fountain, think of Coca-Cola.

Delicious---
Refreshing---
Wholesome

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Everywhere

Send for our interesting booklet, "The Truth About Coca-Cola"

THE COCA-COLA COMPANY
ATLANTA, GA. 2

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think of Coca-Cola

CURRENT POETRY

AROUND Mr. Yeats, the Irish poet, have gathered a little group of admirers and imitators. They are like to a fleet of fishing-smacks that sail the seas together, busily plying their trade of fishing, but always careful not to get out of sight of the Admiral's ship.

Sample lyrics of the neo-Celtic school are in all the periodicals. They are usually songs of sentiment—possibly an Irishman in America longs to see again "the ribbon of white road go winding to Glenchree"—and they are certainly flavored with such stock words as Lisheen, Connaught, Kilkenny, Shannon, etc.

To this school Shaemas O'Sheel belongs in a fashion, altho a few of his poems only are imitative. Shaemas O'Sheel is a very young poet, but this, his worst fault, he will outgrow. That this young poet is very egotistical is attested by over fifty repetitions of "I," "my," and "me" in the brief note of introduction to his maiden book, "The Blossomy Bough." But young and self-centered, he has printed four poems where his green egotism has softened into a spirit more generous and mature, verses which make us hope that another earnest poet has been granted us. Three of these poems we give below, and the other appeared recently in this column.

Mr. O'Sheel's style as yet is little varied. His verse structure is of the irregular, inspirational kind that disdains all conventional forms from sonnet to villanelle. To be sure, there is one sonnet, but it is in name only by virtue of fourteen lines.

The burden of this author's song is a soul-elegy played in weird Paganini fashion on one string. It is shadowy and unsubstantial and hints of Ossian, where ghostly shapes move along the hill at dark, the stars dim-twinkling through their forms.

One last thing we must mention. It gave us a shock to read on the title-page, that this book was "Published by Shaemas O'Sheel *thru* the Franklin Press." The last citadel has been stormed and taken. Carnegie and simplified spelling have surely won.

They Went Forth to Battle but They Always Fell

BY SHAEMAS O'SHEEL

They went forth to battle but they always fell;
  Their eyes were fixt above the sullen shields;
Nobly they fought and bravely, but not well,
And sank heart-wounded by a subtle spell.
  They knew not fear that to the foeman yields,
  They were not weak, as one who vainly wields
A futile weapon; yet the sad scrolls tell
How on the hard-fought field they always fell.

It was a secret music that they heard,
  A sad sweet plea for pity and for peace;
And that which pierced the heart was but a word,
Tho the white breast was red-lipped where the sword
  Prest a fierce, cruel kiss, to put surcease
  On its hot thirst, but drank a hot increase.
Ah they by some strange troubling doubt were stirred,
And died for hearing what no foeman heard.

They went forth to battle but they always fell:
  Their might was not the might of lifted spears;
Over the battle-clamor came a spell
Of troubling music, and they fought not well.
  Their wreaths are willows and their tribute, tears;
  Their names are old sad stories in men's ears;
Yet they will scatter the red hordes of Hell,
Who went to battle forth and always fell.

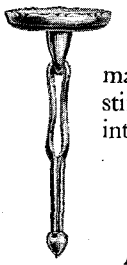
IF YOU WEAR A SHIRT

You need the

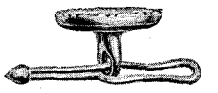
Krementz Bodkin-Clutch

STUDS and VEST BUTTONS

The most perfect for wear with stiff front shirts ever invented.



In this position they *go in like a needle* without marring or rumpling the stiffest linen. Then turned into this position they



Hold like an anchor

No { spiral springs / solder joints / hinges / loose parts } to cause trouble

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That is a vital point which is lacking in ordinary fountain pens. You can readily understand how this is made possible in a Moore when we explain that the pen when not in use lies submerged in ink which keeps it moist and prepared for instant writing, positively eliminating the necessity of shaking.

But that is not all of its strong features. The Moore can be carried in any position without the least fear of leaking. Has a large ink capacity. Always writes freely and evenly, and is easily filled.

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The Lover Bids All Passionate Women Mourn

By Shaemas O'Sheel

Mourn with red lips, pale women who wander alone,
Having each a sorrow too great for another to share,
Deidre, whose fate was saddest because you were most fair,
Finavar, doomed for your pride to carry a heart of stone,
And all who were broken because of your loveliness,
Mourn with disheveled hair, for you understand
The heart of a lover, and know that its utter distress
If love should fail, is more than the grief of a land
For its strong spear-bearing sons who have met defeat.
Mourn, for I tell you my Love who is passing sweet
As berries in Autumn, and fair as a blossomy bough,
And proud with the pride you know, pale sorrowful ones,
Has taken her thoughts from me, and broken her vow,
And the world is a terrible crumbling of moons and of suns.
Mourn with dim eyes, O sad and beautiful ones!

The Lover Remembers the Candle His Lady Lit for Him

By Shaemas O'Sheel

Before the picture of an armored knight
She placed a candle with a little light,
A tiny candle with a steady flame
That put a glow of gold about the name
Galahad: "It is your candle," was her word,
And first I wondered, then my youth was stirred
To a resolve as fine as this her thought,
To be her knight in all things, and in naught
Less worthy of her than that storied knight,
Puissant and pure, above my candle's light.

How long before I learned that youth is frail
When in the lonely questing of the Grail
Immediate sweet cups are offered him?
How long before I knew that dreams can dim,
And a thin tenuous thread of faith remain
Truth's only guide through ways of sin and pain?
How long before my knightly crest sunk low?
Yet for the whole adventure I can show
At last the only guerdon that I sought,
My love's own love; because it seemed as naught
To her that I had mingled good with bad;
It is myself she loves, not Galahad,
And when disarmed I came to her again
She kissed me: there is no more sin or pain.

In choice of subject the following poem in *Harper's Weekly* reminds us of Ernest Dowson's sonnet, "To One in Bedlam," where a dreadful thing is turned into beauty.

Madness

By Joyce Kilmer

The lonely farm, the crowded street,
The palace and the slum,
Give welcome to my silent feet
As, bearing gifts, I come.

Last night a beggar crouched alone,
A ragged, helpless thing;
I set him on a moonbeam throne—
To-day he is a king.

Last night a king in orb and crown
Held court with splendid cheer;
To-day he tears his purple gown
And moans and shrieks in fear.

Not iron bars, nor flashing spears,
Nor land, nor sky, nor sea,
Nor Love's artillery of tears
Can keep mine own from me.

The old gods fade, the young gods rise
And rule their little day,
And where the dead Apollo lies
Can Christ or Buddha say?

STEINWAY

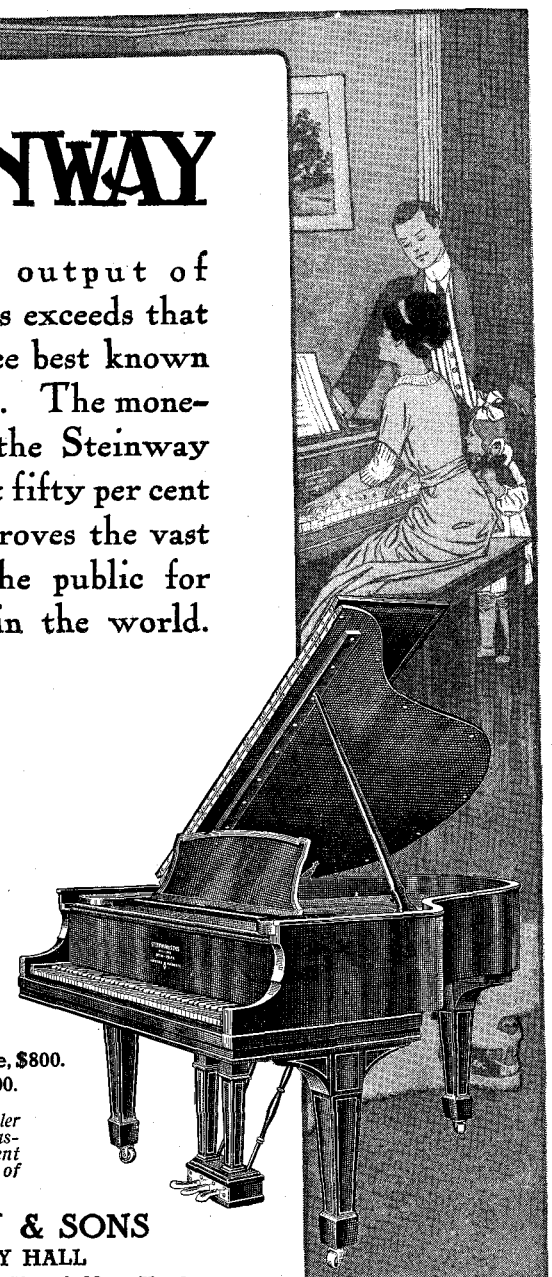
The annual output of Steinway pianos exceeds that of the next three best known makes combined. The monetary value of the Steinway output is at least fifty per cent higher. This proves the vast preference of the public for the best piano in the world.

The Steinway Miniature

A grand piano in small compass—5 feet 10 inches. Made to retain all the essentials of a true grand.

Price, in Ebonized Case, $800.
In Mahogany Case, $900.

The name of Steinway dealer nearest you, together with illustrated literature, will be sent upon request and mention of this magazine.



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It does its work in its own way.
It has given to household vacuum cleaning a new simplicity and usefulness.

Price, $130.

Send for Booklet 106 and name of our office or dealer in your vicinity.

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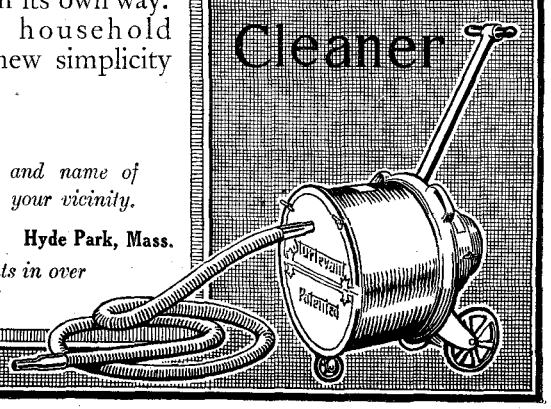

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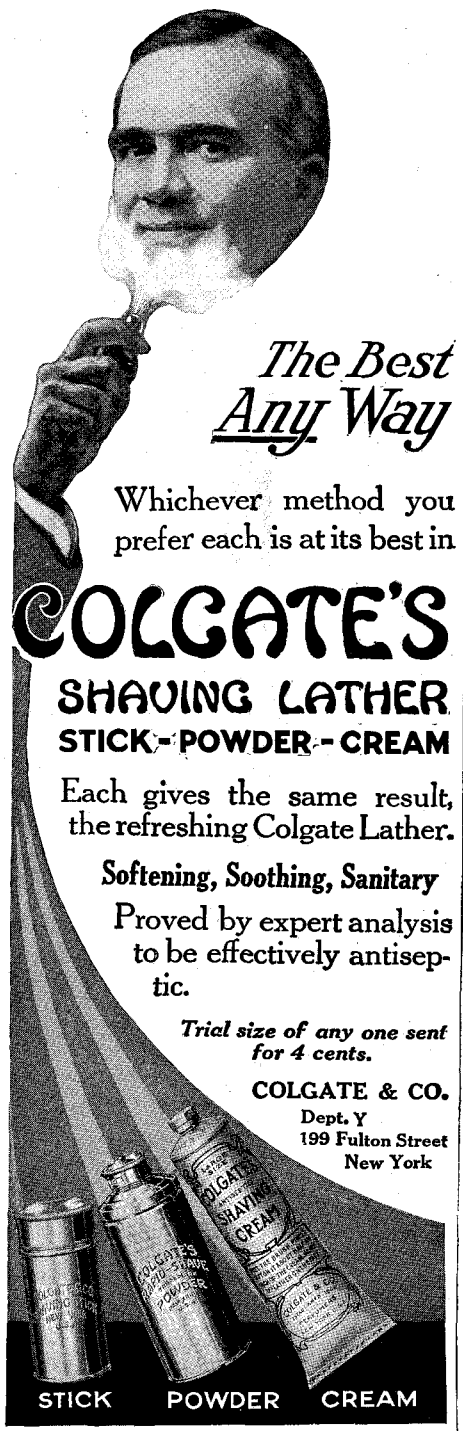
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Serene, unchanging, ever fair,
I smile with secret mirth
And in a net of mine own hair
I swing the captive earth.

Here is an old favorite done into English for *The Westminster Gazette*. It holds the tenderness and the bitterness that are Heine's.

Childhood

(*After Heine*)

BY B. PAUL NEUMAN

My child, we two were children,
Little and merry were we,
We wriggled into the hen-house,
And hid ourselves there with glee.

"Cock-a-doodle!" it sounded
The regular farmyard cry,
"Cock-a-doodle!" it cheated
The ears of the passers-by.

In the yard there were packing-cases,
We papered them bit by bit,
And there in our elegant mansion
The pair of us loved to sit.

One of our regular callers
Was the cat from over the wall,
We met her with bowings and curtseys,
And thanked her each time for her call.

We trusted her cold was better,
Our speeches were smooth and pat,
Since then we have said the same things
To many an ancient cat.

Some times we sat discoursing
Like graybeards ever so wise,
Sighed as we thought of the present,
Wished that the past could rise.

Sorrowed that trust, and faith,
And love had departed hence,
Groaned at the price of coffee,
And the scarcity of pence.

Gone are the days of childhood,
As all things turn to dust,
The world, the years, and the pennies,
And love, and faith, and trust.

We present this piece, "Over the Coffin," as a curious and sordid literary exhibit. It is one of twelve "Satires of Circumstance," by Thomas Hardy, in *The English Review*—stupid, dingy verses in which there is not the presence of poetry, even "in a trace," as the chemists might say. When a man has won his fight with the world as has Mr. Hardy, when his fame is secure, he can retain our sympathy only by turning the energies, formerly spent against outward difficulties, upon the surrounding darkness of the world and by "planting the standard of Oromasdes so many leagues further on into the Envious Dark."

Over The Coffin

BY THOMAS HARDY

They stand confronting, the coffin between,
His wife of old, and his wife of late,
And the dead man whose they both had been
Seems listening aloof, as to things past date.
"I have called," says the first. "Do you marvel or not?"
"In truth," says the second, "I do—somewhat."

"Well, there was a word to be said by me! . . .
I divorced that man because of you—
It seemed I must do it, boundenly;
But now I am older, and tell you true,
For life is little, and dead lies he;
I would I had let alone you two!
And both of us, scorning parochial ways,
Had lived like the wives in the patriarchs' days."

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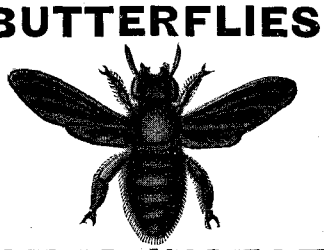

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THE SPICE OF LIFE

Stung.—TEACHER—"Tommy, do you know 'How Doth the Little Busy Bee'?"

TOMMY—"No; I only know he doth it!"—*To-Day's Magazine.*

Unheard Of.—JORKINS—"How did you ever come into possession of such a cheap-looking umbrella as that?"

DORKINS—"Why, I got this umbrella in a very peculiar way—I bought it."—*The Pathfinder.*

Detected.—HE—"I dreamed last night that your mother was ill."

SHE—"Brute; I heard you laugh in your sleep."—*Tit-Bits.*

Obliging.—MRS. CHINNON—"Tell Marie I want her to come up and take my hair down."

ROSE (the new maid)—"Can't I take it down to her, ma'am?"—*Christian Intelligencer.*

A Knowing Father.—"But will your father give his consent?"

"Don't worry about that. Father is not going to waste time opposing a summer engagement."—*Presbyterian Standard.*

Etymology.—"Why do they call these dentists' offices dental parlors?" asked Smith of his friend.

"Why, parlor is the old-fashioned name for drawing-room."—*Presbyterian Standard.*

Wise Workmen.—An industrial commission appointed by Congress was conducting certain investigations with reference to the operation of mills and factories in various parts of the country, and the members became especially interested in the working of one mill in a Southwestern State.

The investigators were in one room when the whistle blew for noon. The operatives put up their tools and vanished as if by magic.

"Do all the workmen drop their tools the instant the whistle blows?" asked one of the commission.

"No, not all," answered the man who was acting as guide. "The more orderly have their tools all put away before that time."—*Lippincott's.*

Consoling. — SWELTERING PASSENGER (on railroad train)—"This window sticks so I can't get it up."

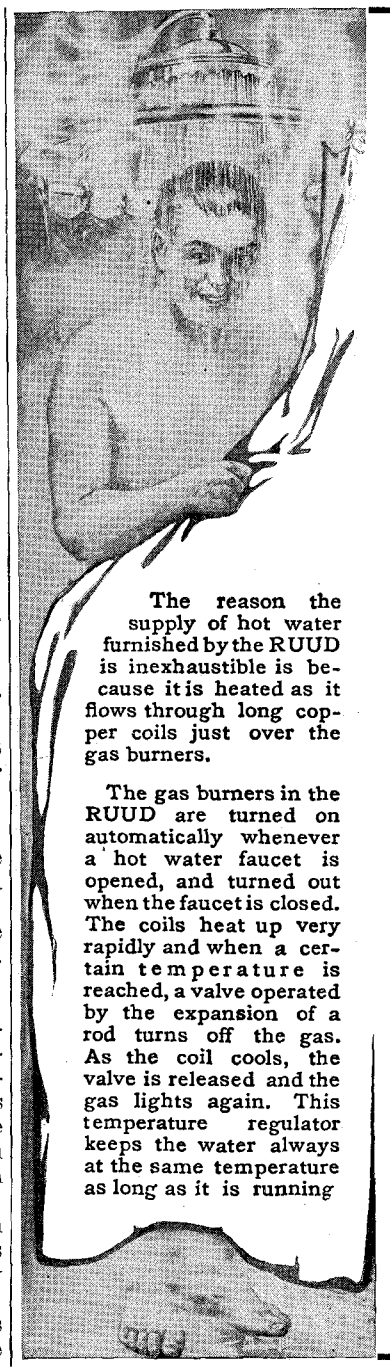
CONDUCTOR—"Yes. Wood is swollen a little by the rain. It'll be all right in a few days."—*The Pathfinder.*

Perplexing.—"I'm glad we don't live in China," said little Oswald. "It must be awfully tiresome to have it dark all day and the sun shining at night."—*Chicago News.*

The Old Story.—"Had every cent taken last night. Woke up hearing some one in the room. Reached under the pillow for my revolver, but didn't shoot."

"Why didn't you?"

"I'd probably be a widower if I had."—*Judge.*



The reason the supply of hot water furnished by the RUUD is inexhaustible is because it is heated as it flows through long copper coils just over the gas burners.

The gas burners in the RUUD are turned on automatically whenever a hot water faucet is opened, and turned out when the faucet is closed. The coils heat up very rapidly and when a certain temperature is reached, a valve operated by the expansion of a rod turns off the gas. As the coil cools, the valve is released and the gas lights again. This temperature regulator keeps the water always at the same temperature as long as it is running

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Ask any apartment house dweller why he prefers apartments to a house and one of his reasons is always—"All the hot water you want day or night."

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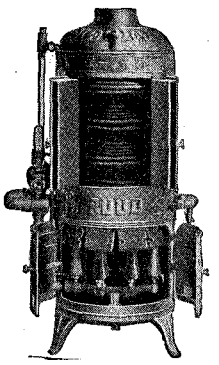

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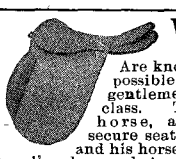

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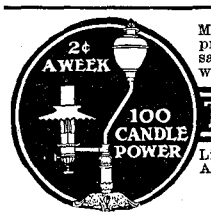

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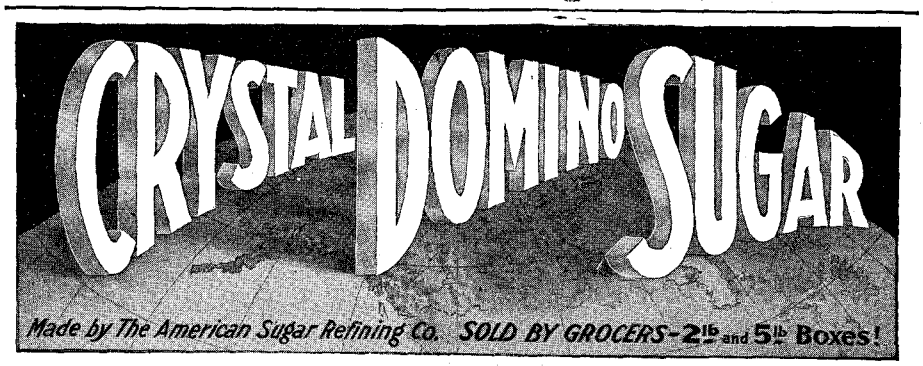

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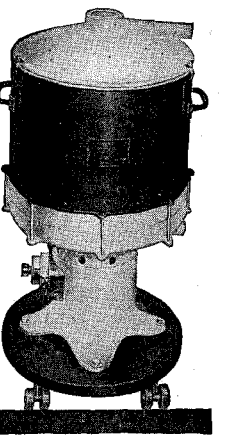

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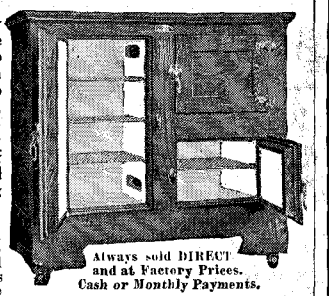

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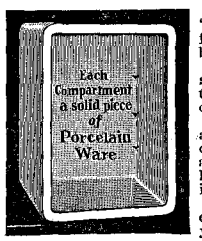

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Not until the finest briar root has been seasoned for *three years* is it acceptable to the makers. Then it takes infinite time and care and skill to fashion a pipe in the BBB way.

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The Wonder of It.—LITTLE CLARENCE—"Pa!"

HIS FATHER—"Well, my son?"

LITTLE CLARENCE—"I took a walk through the cemetery to-day and read the inscription on the tombstones."

HIS FATHER—"And what were your thoughts after you had done so?"

LITTLE CLARENCE—"Why, pa, I wondered where all the wicked people were buried."—*Judge.*

Love's Way.—SHE—"I'm afraid, Tom, dear, you will find me a mine of faults."

HE—"Darling, it shall be the sweetest labor of my life to correct them."

SHE (flaring up)—"Indeed, you shan't!"—*Boston Transcript.*

Absolute Certainty.—OLD ROCKSEY—"It seems to me you could do better than to come here asking for my daughter's hand."

IMPECUNE—"I don't see how I could, sir. I wouldn't earn as much money as she is worth if I worked a hundred years."—*Lippincott's.*

The Give and the Sell.—"How much milk does your cow give?"

"Eight quarts a day."

"How much of it do you sell?"

"Ten quarts, Miss."—*Life.*

Not His Fault.—"Oratory is a gift, not an acquirement," said the proud politician, as he sat down after an hour's harangue.

"I understand," said the matter-of-fact chairman. "We're not blamin' you. You done the best you could."—*Detroit Evening Press.*

Not That Busy.—"Been busy to-day?" she asked sweetly.

"Very busy, my dear," he replied.

"Too busy to hang around a scoreboard?" was her next question.

"Well," he answered slowly, "not all that busy."—*Detroit Free Press.*

No Use for Them.—"Charley dear," said young Mrs. Torkins, "did you say that man stole a base?"

"Yes, that's what I said."

"Well, I'm glad of it. There were more than our men seemed able to do anything with."—*Washington Star.*

Revised Version.—"Mr. Taft," said a Republican statesman, "is, for his weight, exceedingly nimble. I remember once, in Cincinnati, running for a train with him. He ran well, but, of course, I, with my slender and athletic build, beat him easily. I had to wait on every corner, and in consequence we missed the train. Mr. Taft said, with an apologetic laugh, as we turned away from the closed train gate: 'It was my fault we missed her. More waist, you know, less speed.'"—*Kansas City Star.*

Reasonable Restraint.—JONES—"Is it necessary for you to send your daughter to Europe to complete her musical education?"

BROWN—"Yes—I can't stand the infernal racket here any longer."—*Portland Oregonian.*

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Answered.—"You, there, in the overalls," shouted the cross-examining lawyer, "how much are you paid for telling untruths?"

"Less than you are," retorted the witness, "or you'd be in overalls, too."—*The Housekeeper.*

The Time to Shiver.—HIM—"I don't know how to tell you how I love you."

HER—"Don't worry about that—I'll take it as it comes. What you want to get nervous about is how to tell papa about it."—*Toledo Blade.*

Not For Hers.—Maud Muller had just refused the Judge.

"Marry a fellow who may lose his job any moment on the recall?" she sniffed. "Not much."

Herewith she smiled on a farmer instead. —*New York Sun.*

A Grand Stove.—A Georgia woman who moved to Philadelphia found she could not be contented without the colored mammy who had been her servant for many years. She sent for old mammy, and the servant arrived in due season. It so happened that the Georgia woman had to leave town the very day mammy arrived. Before departing she had just time to explain to mammy the modern conveniences with which her apartment was furnished. The gas stove was the contrivance which interested the colored woman most. After the mistress of the household had lighted the oven, the broiler, and the other burners and felt certain the old servant understood its operations, the mistress hurried for her train.

She was absent two weeks and one of her first questions to mammy was how she had worried along.

"De fines' ever," was the reply. "And dat air gas stove—oh my! Why, do you know, Miss Flo'ence, dat fire ain't gon out yit."—*Sacred Heart Review.*

The Usual Way.—HE—"You know, my dear, X is an unknown quantity."

SHE—"I know it is. I've never seen one since I married you."—*Baltimore American.*

The Queerest Ones.—"I suppose," said the city man, "there are some queer characters around an old village like this."

"You'll find a good many," admitted the native, "when the hotels fill up."—*Louisville Courier-Journal.*

Ready for More.—MISSIONARY—"And do you know nothing whatever of religion?"

CANNIBAL—"Well, we got a taste of it when the last missionary was here."—*Toledo Blade*

That Deceptive.—SHE—"You deceived me when I married you."

HE—"I did more than that. I deceived myself."—*Boston Transcript.*

Force of Habit.—"Why did you break your engagement with that school teacher?"

"If I failed to show up at her house every evening, she expected me to bring a written excuse signed by my mother."—*New York Evening Mail.*

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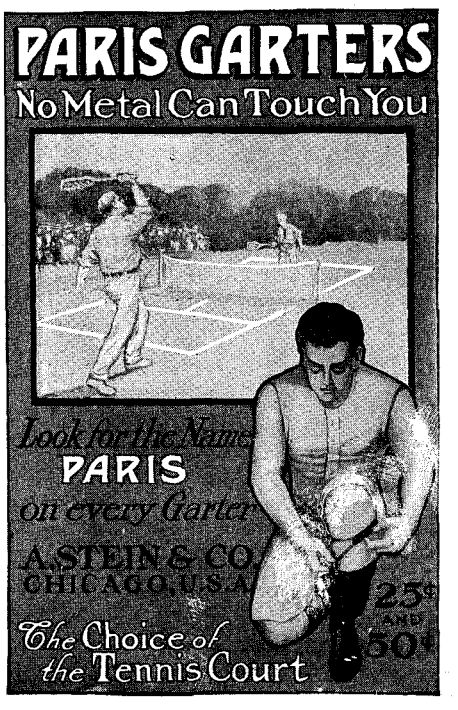

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FIFTY YEARS AGO

July 9.—The House of Representatives passes the Loan Bill, authorizing the Treasury to borrow $250,000,000.

July 10.—The Senate passes a bill authorizing 500,000 volunteers, and an appropriation of $500,000,000.

A Confederate force makes an unsuccessful attack on Federal troops thirty miles west of Hannibal, Mo.

A skirmish takes place at Laurel Hill, Va.

July 11.—Union forces defeat 1,200 Confederates at Monroe, Mo.

A report reaches the North that the Confederates are armoring several of their war vessels with railroad iron and equipping them with sharp points below the waterline, intended to ram the Union ships.

The Confederates at Rich Mountain, Va., under Colonel Pegram, are attacked by four Union regiments, under Generals McClellan and Rosecrans, and completely routed, losing all their *guns, wagons, and equipage.*

July 12.—Colonel Pegram and 600 men surrender to General McClellan.

July 14.—Word reaches New York that the Confederate Privateer *Sumter* has reached Cienfuegos, Cuba, with seven prizes.

A Confederate force under General Garnett is overtaken by General Morris near Laurel Hill, Va., and routed. General Garnett is killed and all the guns and supplies of the Confederates are taken.

July 15.—A skirmish occurs near Bunker Hill, Va., resulting in favor of the Union forces.

CURRENT EVENTS

Foreign

June 22.—King George V. is crowned in Westminster Abbey.

June 23.—The French Cabinet is defeated in the Chamber of Deputies, and resigns.

June 24.—The King and Queen of England review an armada of 187 British warships and eighteen representatives of foreign nations off Spithead.

June 26.—J. Pierpont Morgan presents Emperor William with the letter of Martin Luther to Emperor Charles V., and is decorated by the Kaiser with the order of the Red Eagle.

Mr. Joseph Caillaux, formerly French Minister of Finance, accepts the post of premier, and will form a new cabinet.

June 28.—The American yacht *Bibelot* wins the fifth international yacht race at Kiel.

Domestic

WASHINGTON

June 22.—Thomas R. Cutler, a former Bishop of the Mormon Church, tells before the House investigating committee of the acquisition of beet sugar stock by H. O. Havemeyer for the Sugar Trust.

June 23.—An increase in liquor traffic in "dry" States in the South by mail order express, is revealed in a report handed down by the Interstate Commerce Commission.

June 26.—The Commissioner of the General Land Office decides against the Cunningham claimants to coal lands in Alaska.

June 28.—Senators Borah and Cummins attack the Reciprocity measure in speeches in the Senate.

GENERAL

June 23.—A Chicago Grand Jury returns indictments against fourteen secretaries of lumber associations charged with violations of the Sherman Anti-Trust Act.

June 24.—The merger of the Southern Pacific and Union Pacific Railroads is declared legal in an opinion handed down by the United States Circuit Court of the Eighth District.

General Carter's troops on the Mexican frontier are ordered to break camp.

June 26.—Messrs. Gompers, Mitchell, and Morrison, officers of the American Federation of Labor, are cited to appear prior to July 17 before the Supreme Court of the District of Columbia and show cause why they should not be punished for contempt of court.

June 27.—The Federal Grand Jury begins an investigation of the wall-paper monopoly.

June 28.—Judge Newman, of the United States Court, refuses to grant a writ of habeas corpus to Charles W. Morse, now serving a prison sentence in Atlanta, Ga.

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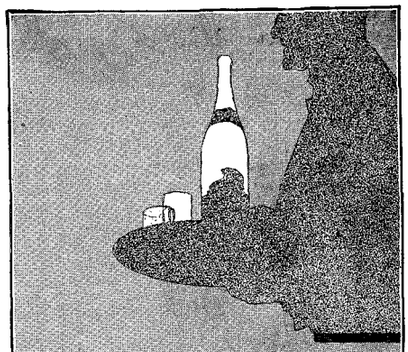

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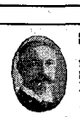

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

Queries referred to this department will be answered only in the printed column, and, owing to limited space, will be selected with a view to general interest.

"W. E. M.," Grand Canyon, Ariz.—"Please give the correct pronunciation of 'Château Yquem,' the name of the French wine."

This is correctly pronounced sha-to' i-kem' (o as in no, i as in machine, e as in met).

"T. J. H." Portland, Ore.—"Kindly punctuate the following sentence, and give reasons for the punctuation marks used: 'They are all human; and, while no better men can be found, sometimes they may not do just the right thing to suit you.'"

The punctuation marks have been correctly inserted in the sentence, as here quoted. A semicolon is placed after the word "human," in accordance with the rule that "a semicolon must be placed between the great divisions of sentences, when minor subdivisions occur that are separated by commas." A comma should be placed after the conjunction "and," because "conjunctions, when they are separated from the principal clauses that depend on them, . . . are set off by the comma." A comma separates "found" and "sometimes," according to the rule that "a comma must be placed between short members of compound sentences."

"W. W. L.," Fredericton, N. B.—"Is there a distinction to be observed in the use of the words 'thoroughbred' and 'pure bred,' particularly as applied to horses and dogs?"

Such a distinction does exist, the term "thoroughbred" being applied especially to horses. Dogs and other animals of pure or unmixt breed are preferably termed "pure-bred."

"D. C. W.," Fairchance, Pa.—"Please explain the correct usage of the two expressions 'differ with' and 'differ from.'"

From is the only correct preposition to follow this verb when used in the sense of being "unlike in quality, degree, form, or other relation"; as, "One star differeth from another star in glory."—*1 Cor. xv. 41.* Literary usage is divided between the prepositions *from* and *with* when the verb "differ" expresses the idea of disagreeing or varying in opinion or sentiment. The following sentences are instances of the use of either preposition: "To irritate those who differ *with* you in their sentiments."—*Addison.* "I can never for a moment differ *from* you and your brother in sentiment."—*Burke.*

"P. B.," San Francisco, Cal.—"Kindly tell me the origin of the word 'graft' as used in connection with public and private corruption of business methods."

The term has no definite origin other than its outgrowth from the verb *graft* of regular meaning. The additional sense of the word parallels the meaning, "to incorporate or join, as a foreign stock, to affect the development or growth," in that the unlawful business methods are viewed as a graft upon legitimate business, affecting its proper and natural growth.

"H. C. S," Chestertown, Md.—(1) "Kindly advise if the word 'snob' is used in any other sense than that in which it was used by Thackeray; that is, could its use in the sense of 'snubber' be justified? (2) What is the accepted pronunciation of the word 'mandamus'?"

(1) The word *snob* appears in various forms in Scandinavian and English dialects, in related meanings, which explain, in part, the present sense of the term. Icelandic has *snapr*, a dolt, idiot; and Swedish has *snopp*, a boy. The universities were responsible for its contemptuous application to those who were not members of those institutions, and from this grew the idea of a person who "apes and cringes to his superiors and is overbearing to those upon whom he looks as beneath him." The "snob" undoubtedly indulges in "snubbing," but the two words *snob* and *snubber* are not closely enough related in derivation or meaning to be used synonymously.

(2) Altho the sound of *a* as in *arm*, in the second syllable of this word, is recognized as a permissible pronunciation, the preferred pronunciation is man-dē'mus (e as in they, u as in but).

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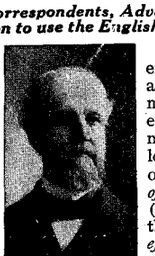

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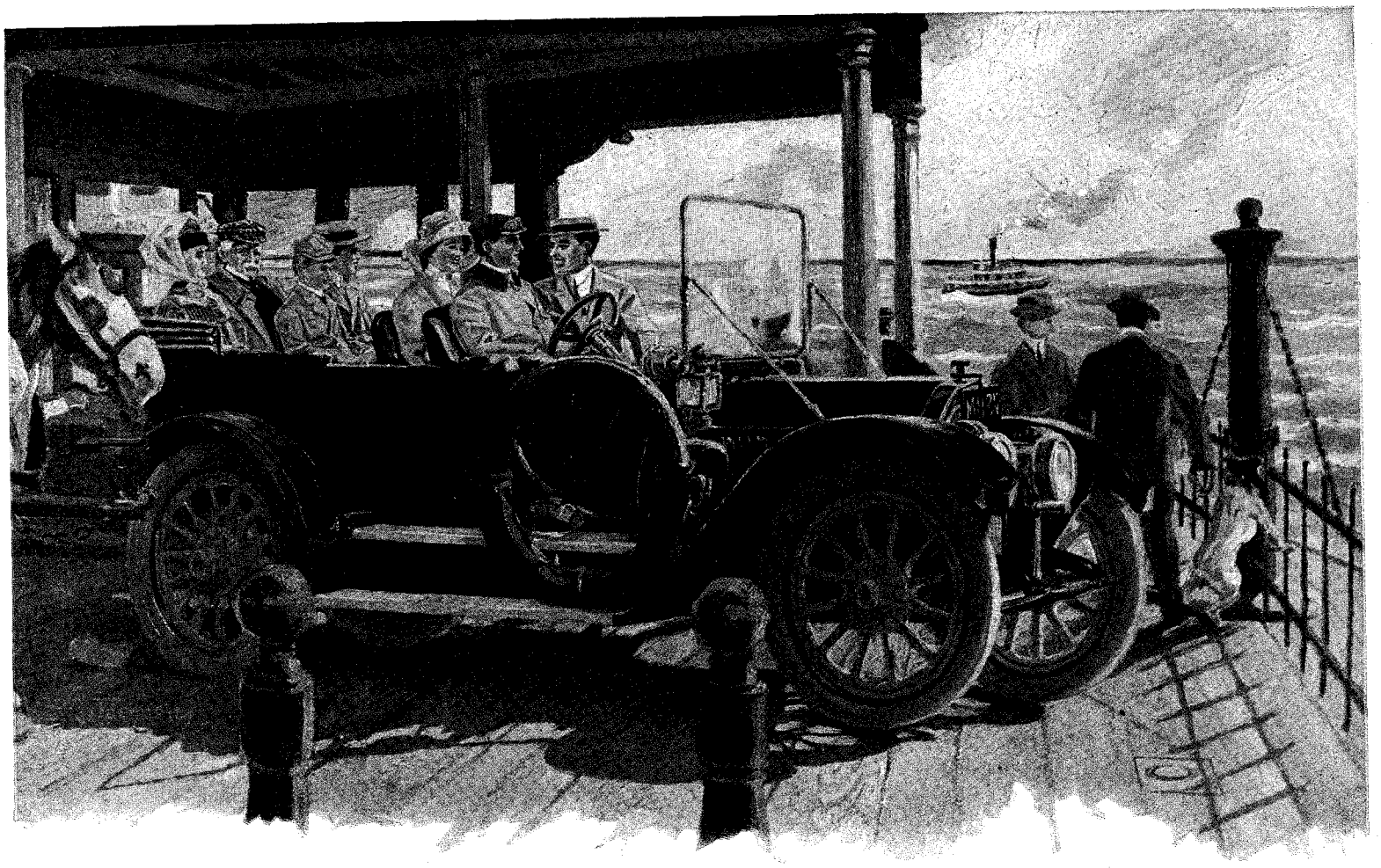

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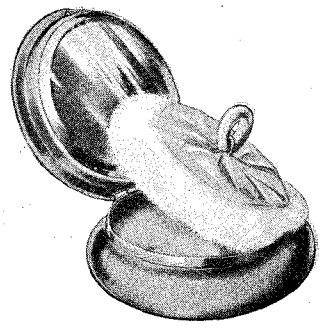

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